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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	8.35	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.48	7.23
Yanmat ... Dep.	6.45	—	—	9.24	10.18	12.06	1.21	—	—	4.44	5.50	7.30
Shatin ... Dep.	6.57	—	—	9.36	10.29	12.21	1.34	—	—	4.58	6.09	7.43
Taipei ... Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09	6.16	7.55
Taipei Market ... Dep.	7.16	—	—	9.53	10.46	12.38	1.51	—	—	5.13	6.20	7.59
Fanning ... Dep.	7.27	—	—	10.08	10.56	12.48	2.01	—	—	5.23	6.31	8.09
Shungshui ... Dep.	7.32	—	—	10.08	11.00	12.53	2.06	3.14	—	5.28	6.36	8.13
Shungshui ... Arr.	7.38	8.40	9.08	10.14	11.08	12.59	2.12	3.18	4.40	5.34	6.41	8.19
Shungshui ... Dep.	8.43	—	—	11.10	—	—	—	—	—	3.43	—	—
Canton ... Arr.	—	—	—	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ... Dep.	—	—	—	8.05	—	—	—	8.40	—	—	—	—
Shungshui ... Arr.	—	—	—	—	—	—	—	—	—	—	—	—
Shungshui ... Dep.	7.14	8.01	10.18	10.48	11.09	11.40	3.00	4.17	4.45	5.29	6.24	7.15
Shungshui ... Dep.	7.21	8.08	10.25	10.54	—	—	—	3.07	4.24	4.52	5.39	—
Fanning ... Dep.	7.26	8.12	10.29	—	—	—	—	3.12	4.28	4.56	5.43	—
Taipei Market ... Dep.	7.38	8.24	10.39	—	—	—	—	3.23	4.38	5.06	5.13	—
Taipei ... Dep.	7.40	8.27	10.43	11.06	—	—	—	3.26	4.42	5.10	5.16	—
Shatin ... Dep.	7.53	8.40	10.56	—	—	—	—	3.39	4.56	5.23	5.28	—
Shatin ... Dep.	8.07	8.53	11.09	—	—	—	—	3.51	5.08	5.35	5.41	—
Kowloon ... Arr.	8.13	8.58	11.14	11.31	11.49	12.38	3.57	5.14	5.41	6.47	7.04	7.55

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning ... Dep.	—	—	—	7.45	10.15	—	—	3.20	—	—	—	—
Shatin ... Arr.	—	—	—	8.40	11.10	—	—	4.15	—	—	—	—
Shatin ... Dep.	—	—	—	—	—	—	—	—	—	—	—	—
Fanning ... Arr.	—	—	—	—	—	—	—	—	—	—	—	—

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. Tins, Cook & Son, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

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Our London Letter.

THE MENIN GATE.

A GREAT WAR MEMORIAL.

LORD OXFORD'S SERVICES TO THE NATION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 30th.

The imagination of men and women of the British race, wherever they may be, must have been stirred by the news of the dedication of the Menin Gate, Ypres, last Sunday, July 24th. The Menin Gate stands as a memorial of some sixty thousand British soldiers who fell in the Ypres Salient, whose bodies were never recovered from that morass of blood and mud, but whose names are now inscribed on the scroll of fame upon the Gate.

On all the wide expanse of the Western Front of war time no spot could be more appropriate for such a memorial. It was through the Menin Gate, the spot known as "Hell Fire Corner," that wave after wave of our men passed to the hell that awaited them beyond. There, more even than at famed Verdun the war was won and civilisation saved from the domination of German militarism. There also Belgium was saved from being trampled under foot. The ceremony was the most moving that has been known since the burial of the Unknown Soldier in Westminster Abbey. Seven hundred mothers whose sons lie in unknown graves in the Salient were brought from England for the unveiling. Their march through Ypres bearing bunches of flowers picked in English gardens, provided the most moving incident in a heart-stirring day.

For Ever in Remembrance.

Only those who took part in the Titanic struggles associated with the Ypres Salient can understand why so many thousands of their comrades never returned, and why every trace of them was obliterated. But now, in the noble words of Field Marshal Lord Plumer, who performed the ceremony at the unveiling, "It can be said of each one in whose honour we are assembled here to-day—he is not missing, he is here."

The hundreds of relatives of the fallen who attended the dedication at Ypres saw little to remind them of the horrors of twelve years ago, for the unceasing processes of Nature and the work of human hands devoted to restoration have turned the evidences of desolation into smiling and blessed peacefulness. Ypres has arisen on the ruins of the old city, and all around outside the husbandman has laboured to bring the land again into cultivation.

"We travelled in the print of olden wars,
Yet all the land was green;
And love we found, and peace,
Where fire and war had been.
They pass and smile, the children of the sword,
No more the sword they wield.
And O, how deep the corn
Along the battlefield."

Empire Tourists.

Touring the Empire seems to have become the fashion with distinguished people. The Prince of Wales left this week for Canada accompanied by the Prime Minister and Mrs. Baldwin in connection with the Jubilee celebrations in the Dominion. Mr. Amery, the Dominions Minister, has started on his six months tour to Australia and New Zealand; and I learn that a number of Members of Parliament are proposing to pay private visits to various countries in the Empire during the recess which begins this week. Some are going to South Africa under the auspices of the Federation Chamber of Commerce of the British Empire.

Next year there is, I hear, to be a great gathering of Empire M.P.'s in Canada under the auspices of the Empire Parliamentary Association. These visits abroad by public men are all to the good. The more first-hand knowledge there is in Parliament of different parts of the Empire the better it will be both for this country and the Empire whenever questions arise on which a right understanding is all-important.

Annuity For Lord Oxford.

There is a good deal of gossip regarding the proposed gift of money to the Earl of Oxford and Aquila to form an annuity of

£2,500, with a lump sum of about £20,000 in addition. The movement is inspired by a desire to show appreciation of his great services to the State for many years, and those who are chiefly interested include Lord Reading, Lord Devonport, Lord Lincolnshire, Sir Abe Bailey, Sir Robert Hudson, and Mr. Larkin, the Canadian High Commissioner. It will surprise many people to know that as ex-Cabinet Minister, Lord Oxford is entitled to a pension of £2,000 a year; but before he could receive this he would have to sign a declaration that he is impotent, and apply for assistance.

It is one of the curious anomalies of our public life that while Parliament was asked to vote and gladly did vote—large sums of money as rewards to distinguished officers of the navy and army who had borne the brunt of the Great War, nothing was done or could be done to reward the veteran Liberal statesman who had maintained courage and steadfast determination. The testimonial that is to be made to him is a purely private one. The Government as a Government have nothing whatever to do with it.

Lord Oxford is not a wealthy man, and it goes without saying that if he had used his great gifts for personal profit he would be well-to-do today. Some other ex-Cabinet Ministers have had to apply for pensions. Mr. Lloyd George is not one of these, however, as he was the fortunate recipient of an annuity of £2,000 bestowed on him by the late Mr. Andrew Carnegie during the war.

Art and Camouflage.

There are many sincere expressions of regret at the passing of Mr. Solomon J. Solomon, the distinguished Royal Academician, who taught the British Army the art and mysteries of camouflage. The system, which he originated and brought to a pitch of high perfection, was the means of saving thousands of lives in the war.

The verisimilitude of any drawing or painting of an object depends upon light and shade; and it was the absence of shadows where shadows should have been on an aerial photograph which drew Mr. Solomon's attention to the fact that the Germans had been tampering with the landscape. As every artillerist knows, a house or a gun position was often only to be detected on aerial photographs by the shadow cast. It was the main function of camouflage not only to make objects invisible from the ground, but more especially to obviate a shadow when they were photographed from the air. In modern warfare concealment is often a better protection than concrete.

The art of camouflage was also successfully used to disguise tanks, and tanks, and—wonderful, perhaps, than anything else—to paint ships in jazz patterns so that submarines could not aim at them with any degree of accuracy. Mr. Solomon died at his house at Birchington, where he had a vast studio with windows opening on the sea.

The League of World Order.

It is sometimes said that we have too many leagues, and societies, and movements for the promotion of objects that are all more or less deserving; but there is something that is bound to make a wide appeal in the League of World Order which was founded this week at a gathering held at the Savoy Hotel in London. Lord Buckmaster, former Lord Chancellor, presided, and another former Lord Chancellor in the person of the Earl of Birkenhead was the principal speaker.

The idea behind the promoters of the League is to set up an organisation which will defend the principles upon which civilised society, as it has hitherto existed, is founded. There is no restriction with regard to nation, class or creed; and no political distinctions. To Commander Oliver Locker-Lampson, well-known for his determined and persistent opposition to Russian political theories, belongs the credit of originating the League. He is the sworn foe of Bolshevism, and he did more than anyone in stirring up public opinion in England against the Soviet spies and mischief-makers who were here in the guise of the Soviet Trade Delegation, never resting in fact till they were sent back to Moscow bag-and-baggage.

The Press as a whole gives the League a good reception. It is realised that civilisation rests upon two main supports—religion and individual prosperity—and that neither can be attacked without endangering the constituted order of society in the world.—H.B.

DIARY OF EVENTS.

To-day.

St. Bartholomew's Day.
Stopping of Heat (S.A.S.).
Extraordinary General Meeting China Provident Loan and Mortgage Company, 2.30 p.m.
Chinese Chamber of Commerce monthly meeting, 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Ping Pong League: Hop Yung Club v. C.R.C. (C.C.Y.M.S.), H.K. Baseball League: "Tigers" (S.C.A.A.) v. "Phillips", Happy Valley Diamond, 5.15 p.m.
H.K. Cricket League: Annual Meeting, Sanitary Board Room, Post Office Building, 5.30 p.m.
Water Polo League: Royal Navy v. K.O.S.B.; V.R.C. "A" v. 2nd Scots Guards.

Naval and Military Y.M.C.A.: "Cheer O", Whist drive, 7.15 p.m.; "Better O", Sing Song, 7 p.m.; Rope Factory: "Revellers" Concert Party, 7 p.m.; Hankow Barracks, Shamshuipo: "Squeakettes" Concert Party.

Dinner Dances at Cafe Restaurant, Parisien.

Queen's Theatre: "The Dark Angel."

World Theatre: "Sherlock Junior."

Star Theatre: "The Fourth Commandment."

Principal Mails: Outward: Australia, New Zealand, etc. (Junkies), 9.30 a.m.; Canada, America, etc., Europe via Vancouver, B.C. and via Siberia (Empress of Russia), 10 a.m.; Europe via Marseilles, etc. (Athena), 10.30 a.m.

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Ping Pong League: T. Institute v. Y.M.C.A. (C.C.Y.M.S.).

15th Annual Meeting of Associated Portuguese "de Socorro Mutuo, Club Lusitano, 5.30 p.m.

Naval and Military Y.M.C.A.: "Cheer O", Informal Dance, 7 p.m.

Dinner Dances at Cafe Restaurant Parisien and after dinner dances at Les Gardens.

Queen's Theatre: "Sandy."

World Theatre: "Captain Blood."

Star Theatre: "Dance Madness."

Principal Mails: Outward: Europe via Marseilles, etc. (Harmata), 10.30 a.m.

Friday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Ping Pong League: St. Peter's Y.M.C. v. C.A.A. (Y.M.C.A.).

40th annual meeting of the Hong Kong Football Club, Messrs. Jardine, Matheson's Board Room, 5.30 p.m.

Naval and Military Y.M.C.A.: "Cheer O", Concert, 7 p.m.; "Better O", Variety Concert, 7 p.m.

Dinner Dances at Cafe Restaurant Parisien.

St. Peter's Y.M.C. Whist Drive, Cathedral Hall, 8.30 p.m.

Queen's Theatre: "Sandy."

World Theatre: "Captain Blood."

Star Theatre: "Dance Madness."

Principal Mails: Outward: Europe via Marseilles, etc. (Harmata), 10.30 a.m.

Saturday.

4th Ordinary yearly meeting H.K. Realty and Trust Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.

Naval and Military Y.M.C.A.: "Cheer O", Concert, 7 p.m.; "Better O", Variety Concert, 7 p.m.

Dinner Dances at Cafe Restaurant Parisien.

St. Peter's Y.M.C. Whist Drive, Cathedral Hall, 8.30 p.m.

Queen's Theatre: "Sandy."

World Theatre: "Captain Blood."

Star Theatre: "Dance Madness."

Principal Mails: Outward: Europe via Marseilles, etc. (Harmata), 10.30 a.m.

Sunday.

11th Sunday after Trinity.

Golf: Happy Valley Championship.

Inter-Departmental Bowls: Harbour Department v. Police, 2.30 p.m.

H.K. Baseball League: Philippines v. Club de Recoire, Happy Valley Diamond, 4 p.m.

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THE RESIGNATION OF CHIANG KAI SHEK.

RE-UNION BETWEEN HANKOW AND NANKING?

GENERALISSIMO OFFERED A SUBORDINATE POSITION.

TROOPS DISHEARTENED BY KUOMINTANG DISUNION.

[By GEORGE E. SOKOLSKY.]

SHANGHAI, August 18th.
General Chiang Kai Shek's resignation did not come as a surprise as the negotiations between Hankow and Nanking made such a resignation inevitable if there were to be union between the contending factions of the Kuomintang. A series of telegrams had been exchanged between Nanking and Hankow through the mediation of Marshal Feng Yu Hsiang. At first, the civilian members of the Nanking Government defended General Chiang's position and asked that the blame for the split be placed on them as he was at the front and was not responsible for what happened. The last telegram from Canton agreed with the Hankow contention that all who were responsible for the split should remove themselves from the political scene.

The split between Nanking and Hankow was largely a personal quarrel between General Chiang Kai Shek and Borodin. As the split developed everybody in the Kuomintang was dragged in on one side or the other. The result was that a number of personal feuds came into being which impeded coalition and which resulted in the failure of the Chengchow and Hanchowfu conferences over which Marshal Feng Yu Hsiang presided.

Preliminaries to Reunion.

Hankow took the first steps to satisfy Nanking's demand; Borodin and all the Chinese Communists were excluded from the Hankow Government. Hsu Chien, Ten Jui Dah and all the bitter opponents of Nanking were forced to leave Hankow. Hsu Chien, for some time, stayed at Chengchow and Loyang with Marshal Feng Yu Hsiang but he has now disappeared. Hankow, having taken these steps, expected Nanking to follow suit by sending away General Chiang Kai Shek, but Nanking took no overt notice, whereupon the Hankow armies began to march against Nanking.

From the standpoint of the politics of the situation, Hankow had much in its favour. It had contended that the discipline of the party must be upheld and that if any member were dissatisfied with the party's decisions, he should fight from within. Chiang Kai Shek had refused to submit himself to a Military Council and, therefore, was guilty of a breach of party discipline. There were many persons who sympathized with this point of view but who were opposed to the Communist affiliations of Hankow. As soon as Hankow drove out the Communists and Borodin and even made the sacrifice of letting General Chen go, there was no longer any explanation for the split, except the personality of General Chiang Kai Shek.

A Pertinent Question.

From the military standpoint, the presence of General Chiang Kai Shek involved the party in even greater difficulties. The fall of Hanchowfu was due, not so much to the superior fighting qualities of the northern troops, but rather because the principal armies of the Nanking Government were withdrawn from Northern Kiangsu to meet the attack from Hanchowfu. Since the fall of Hanchowfu, Marshal Sun Chuan Fang has been occupying increasingly more territory, until he is within reach of Fokow.

Members of Kuomintang asked, "Is it advisable that we should spend our energy fighting our own troops, our brothers from Hankow, while the Northerners defeat us in Kiangsu? In that case the entire Kuomintang cause is destroyed, both Nanking and Hankow being destroyed?" This question became increasingly acute as Chang Fa Kuei's 4th Army approached Nanking through Kiangsi, for how could the Cantonese and Kusan men of the 1st and 7th armies fight the Cantonese of the 4th Army when at the same time Shantung and Chihli troops were attacking their capital?

Friday Night's Scene.

At Friday night's meeting, the necessity for union was emphasized. The exact conversation preceding the suggestion that General Chiang Kai Shek take the subordinate position of Commander of the Eastern Route Army is not known to me, but that offer was made. General Chiang then resigned his post as Commander-in-Chief of the Nationalist Army. For some minutes not a word was said by anyone present. Then an unimportant member of the Council arose and discussed the importance of union with Hankow and the necessity of all Kuomintang members being good friends again. General Chiang thereupon rose, left the room, and took a special train to Shanghai.

He arrived here on Saturday morning and so far as is known spent most of the day with Mr. Chang Ching Kiang, his chief political adviser. It is also known that he saw other intimate friends, mostly opponents of the Nanking regime. Yesterday, it was announced that he had left for Ningpo.

Almost the entire Nanking Government arrived here Sunday morning and a whole day conference was held to consider the new situation.

Ostensibly, the Government came here to request General Chiang to return to his office, but that is only Chinese "face," as if the members of the Government really wanted him back they had ample opportunity to say so on Friday night.

Military Council to Succeed.

It is understood that a Military Council consisting of all the important military commanders including Feng Yu Hsiang and Tang Seng Chi will be appointed. At the present moment, General Li Chung Jen, commander of the 7th Army, is acting Commander-in-Chief, but it is uncertain as to who will eventually assume that office, as probably nothing will be done until the Hankow people and Marshal Feng's representatives arrive. It is clear, however, that this is an alliance of all the Cantonese (Kuangtung and Kuangsi) elements in the party. General Chang Fa Kuei, for instance, has already announced that he has subordinated himself to General Li Shih Shan, commander of the 1st troops in the city of Canton, which is a polite way of rejoining Nanking politically through the Cantonese group rather than by allegiance to the army over which Chiang Kai Shek presided.

The union of Nanking and Hankow may now be assumed. But the entire political situation is naturally obscure, because it is still uncertain who else will resign and how the various positions will be apportioned. A meeting of what may be designated as the Shanghai Tammany took place in a house in the French Concession on Saturday night to consider the new situation in this city. Most of the outrageous acts committed here by the Shanghai Tammany were done in the name, but perhaps without the knowledge, of the Commander-in-Chief, and some of these men are already growing nervous as to what might happen to them.

Fall of Yangchow Denied.

As regards the fighting in Northern Kiangsu, the Nationalists deny that Yangchow has fallen and they expect immediately to send their best troops, the 1st and 7th armies, against Marshal Sun Chuan Fang. As soon as the 4th Army can arrive, it also will be sent into the field. Nanking expects in this way to have Kuomintang troops fighting against Marshal Sun, so that there is less dependence upon acquired troops.

At the same time, it is announced that Marshal Feng Yu Hsiang's troops have reached Taining in Shantung and that he will attack Marshal Sun's rear. Marshal Feng's excuse for being slow to act has been that, while there was a split, he could not risk dividing his forces as the Fengtien troops might attack him along the Kihnan line but that now that General Tang Seng Chi will be free to defend the Kihnan line, he is expected to strike at the north through Shantung and attempt to reach Peking by the Tientsin-Pukow line.—North China Daily News.

BOLSHEVIST LIES AT SHANGHAI.

PERNICIOUS POSTAL PROPAGANDA.

HUMOROUS IN ITS EXTRAVAGANCE.

One of the most childish pieces of propaganda work ever attempted in Shanghai has come to the notice of the Municipal Police who are at the present time engaged in tracing the perpetrators. The propaganda is of a highly anti-British nature and is also directed against the officers of the British Defence Force, the Home Government and organized society. Those who were responsible for the distribution of the pamphlets in this city and, possibly, in other parts of China have gone to considerable expense and have resorted to the mails for spreading their pernicious doctrines.

Childish Accusations Against Defence Force.

Many local residents have lately received letters addressed to them personally but lacking any postage. These persons were highly incensed upon opening the letters to find they contained nothing more than several leaflets of a wicked character and directed against the discipline and good behaviour of the Shanghai Defence Force. The envelope in which this propaganda was posted bore the printed name of Kelly and Walsh, the well-known firm of stationers and bookellers in Shanghai, on the back and complaints were made to this firm.

Naturally enough the firm had not the slightest knowledge of the matter and immediately placed it in the hands of the local Criminal Investigation Department. The envelopes are of a type used in some instances by Messrs. Kelly and Walsh but they stated that the envelopes were printed by some outside party and had never belonged to the firm.

It is believed that the police will be successful in tracing the authors of these documents and bring them to justice. There is no doubt that the propaganda was meant mainly for distribution among the foreign troops at present stationed in China and already a good quantity of it must have been distributed in this quarter.

Mischiefous Lies.

Amongst other things the leaflets attempt to belittle the efforts of the Shanghai residents to entertain the troops since they have been in Shanghai and claim that the men have been treated "worse than dogs."

It is not the sort of thing that the troops will appreciate in view of the hospitality extended to them by local residents and scarcely any of them would pay the slightest heed to such nonsense.

Nevertheless, it is the kind of propaganda that must be stopped at all costs and the police are making every effort to establish the identity of the authors.

SHANGHAI MARKET COLLAPSE.

"THOROUGH INVESTIGATION."

TO BE UNDERTAKEN BY CHINESE AUTHORITIES.

In connection with the collapse of the Dongkwan market in the Chinese City, it is learned from very reliable sources that the Shanghai and Woosung Municipality has ordered a thorough investigation and the institution of legal proceedings against the persons who built the structure.

Bad Work and Carelessness.

An official statement has been issued by the Municipality which says that the market was built in 1922, during the régime of General Ho Feng Ling, then Commissioner of Defence for the Shanghai and Woosung Districts. Building operations were supervised by Yao Tsiao, who was then director of the Public Works Department. "Now," says the statement, "only five years have elapsed, and the building has collapsed." This is due to bad work and carelessness.

The Bureau of Public Peace and Safety and the Bureau of Public (Continued on next Column.)

QUEEN'S THEATRE

TO-DAY AT 2.30, 5.10, 7.15 & 9.20.

VILMA BANKY and RONALD COLMAN

IN

THE DARK ANGEL

FOURTH REVIVAL PICTURE.

WORLD

STAR

BUSTER KEATON
IN
SHERLOCK JR.

BELLE BENNETT
IN
THE FOURTH COMMANDMENT

TO-DAY ONLY
Orchestra at 5.15 & 9.20.
Chinese Interpreter at 2.30 & 7.15.

TO-DAY ONLY
Continuous from 2.30 to 11.15.

Why Liqueur Whisky?

It is a concentration of the actual essence of Purest Malt Scotch Whisky which can only be acquired by age. Because it is an essence, its wonderful bouquet is enhanced and brought out by dilution.

MACKAY'S LIQUEUR WHISKY

The Aristocrat among Whiskies.

To provide it for your Guests,
Distinguishes yourself as a Connoisseur
And honours them.

If any difficulty in obtaining supplies
communicate with the
Sole Agents:

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Prince's Building, Chater Road. Tel. C. 2020. (A. P. S.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rueby, August 22nd.

Paris	124
New York	4.86 3/16
Brussels	34.63
Geneva	25.22
Amsterdam	12.13 1/2
Milan	89.25
Berlin	20.42
Stockholm	18.11
Copenhagen	18.15
Oslo	18.67
Vienna	34.49
Prague	164
Helsingfors	190 1/2
Madrid	28.81
Lisbon	27 1/10
Athens	371
Bucharest	790
Rio	5 55/64
Buenos Aires	47 29/32
Bombay	1/5 27/32
Shanghai	2/6 1/4
Hong Kong	1/11 1/2
Yokohama	1/11 1/2
Silver (spot and forward)	25 5/16

Welfare are, therefore, ordered to conduct a thorough inquiry and to take steps with a view to punishing the offenders concerned. The dead are to be taken care of by the Bureau of the Public Welfare, Public Health, and Public Peace and Safety, and those who were injured must be given treatment by the Bureau of Public Health. In the meantime, steps must be taken to afford relief to the sufferers and to the families of those who died. At a meeting of the Municipality it was decided that the families of the dead and those who were injured should be indemnified for their sufferings and that the injured should receive medical treatment. A further decision was that the Bureau of Public Works should arrange for the reconstruction of the market building. Many of the hawkers are back at their old places and business is being done as usual. Most of them have erected temporary shelters, pending the completion of a new building. From the different hospitals, it is learned that there have been no further deaths among those who were detained and that most of the injured people are making satisfactory progress.

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with the Coat sleeve and flat-setting cuffs

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Best Print Shirts, white ground with neat coloured stripes, fast colours.

\$6.50, Shirt with 2 Collars to match.

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Whisky,
Like Caesar's Wife,
Must be above suspicion.

MERCHANT'S WHISKY IS.

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Ward-rooms & Messes of the
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throughout the world.

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WHITEAWAYS

LAST
TEN DAYS
OF
WHITEAWAYS'
GREAT SALE

DO NOT MISS
THE
BLUE TICKET BARGAINS.

WHITEAWAYS

THE STORE FOR VALUE.

DALBANK SEALS.

ORDERED TO BE REMOVED.

CHARGE AGAINST MANAGER
DISMISSED.

DEALINGS WITH COMMUNISTS
NOT PROVED.

SHANGHAI, August 16th.

The seals which were placed on the doors of the Far Eastern Dalbank by order of the Chinese Provisional Court on July 15th were ordered to be removed by Judge Liang yesterday afternoon following an application by Attorney William S. Fleming. A charge of aiding and abetting the Communists with articles necessary for war contrary to Article 104 of the Chinese Provisional Criminal Code which was brought against Manager Fromberg of the Dalbank earlier in the afternoon at the instigation of the Chinese authorities was also dismissed, the Court expressing itself satisfied that the evidence against Fromberg was inconclusive.

Mr. Fromberg was requested to attend the Provisional Court through his attorney and answered a number of questions put to him by Judge Liang regarding banking transactions between the Dalbank and the Central Bank of China involving nearly two million dollars. Following Fromberg's testimony Attorney Fleming delivered an address to the Court after which the acquittal was rendered and an order made that the seals be removed forthwith.

Prior to Mr. Fromberg being called Mr. Chang Nieh Yun, Chinese attorney representing the Committee of Investigation into the activities of the Dalbank, addressed the Court on the findings of that Committee at great length in Chinese.

The Prosecution.

Mr. Fromberg was informed that according to these findings there were several points which required clearing up. "The Chinese Government has charged you with dealing with the financial agents of the Communists," Judge Liang told the accused. "The suspicious circumstances were discovered during the investigation of the bank's books. The first of these was a remittance from the Hankow Central Bank and another from Moscow. The books show that over \$2,000,000 was remitted to the Dalbank from the Hankow Central Bank between April and July this year. Is that correct?"

Mr. Fromberg: "I suppose it is. I cannot state offhand."

Continuing, Judge Liang enumerated a number of different items taken from the books which stated that the following remittances had been made:

In April, over \$100,000;
In May, over \$300,000;
In June, over \$1,200,000;
In July, until the 15th, \$150,000.

Part of this money had been remitted by cable and the rest by means of drafts. Between \$400,000 and \$800,000 had been paid on drafts payable to bearer. There was no information as to who had received these amounts which were from \$30,000 up to \$500,000, with two over \$100,000.

"It is not according to the usual banking practice to make large drafts payable to bearer, is it?" asked His Honour. "Can you explain why your bank does it?"

Mr. Fromberg explained that the drafts were drawn by the Central Bank of China but before payment was made "test cables" had been sent to verify all such drafts.

"But you are not the agent of the Central Bank of China," said His Honour, "and you were not therefore bound to follow their practice."

"We were their correspondents," replied Mr. Fromberg, who went on to explain that he had no specific contact but worked on the usual banking agreement. He repeated that he could not recall to whom these amounts had been paid, saying "the Committee of Investigation could have found out by looking on the backs of the drafts."

"Is any address given on the backs of the drafts?" asked Judge Liang.

"That is not usual," answered Mr. Fromberg.

Moscow Draft.
Mr. Fromberg was then questioned with regard to a remittance of \$1,000,000 from Moscow to Shanghai to be transmitted to Hankow on July 4th last. This he explained was to be sent to the Centrosyus, a British tea firm.

"Did you knowingly have any relations with any Communists?" asked Attorney Fleming of his client.

"No," said Fromberg.
"Did you know the political affiliations of these holders of payable to bearer drafts?"

"No."

(Continued on next column.)

FOR THE SERVICES.

THE NAVAL AND MILITARY
Y.M.C.A.'S.

ENTERTAINMENT PROGRAMMES FOR THE WEEK.

A series of attractive entertainments has again been arranged for Service men at the Naval and Military Y.M.C.A.'s.

On Monday night there was a sing-song at the "Cheer O," a feature in the weekly programmes which is becoming more popular each time on both the Hong Kong and the Kowloon side.

Last night there was the weekly Tuesday concert at the "Cheer O," while at the "Better Ole," Kowloon, there was a whist drive.

The programme for the remainder of the week is as under:—

To-day:—"Cheer O": Whist drive, 7.15 p.m.; "Better Ole": Sing song, 7 p.m.; Rope Factory: Concert by the "Reveries" Concert Party, 7 p.m.; Hankow Bks., Shamshui: Concert by the "Squeakettes" Concert Party.

To-morrow:—"Cheer O": Informal dance, 7 p.m.

Friday:—"Cheer O": Concert, 7 p.m.; "Better Ole": Variety concert, arranged by the Entertainment Committee, 7 p.m.

Saturday:—Launch Picnic: Tickets, 50 cts. including tea. Leave Queen's Pier, Hong Kong, at 2.15 p.m. Leave Kowloon at 2.30 p.m.

Sunday:—Men's Meetings: "Cheer O," 7.45; "Better Ole," 8 p.m.

JAPAN'S TRADE IN JULY.

BIG EXCESS OF EXPORTS.

The Japanese Consulate-General, Hong Kong, informs us that the foreign trade of Japan during July shows an eight million yen excess of exports over imports. Last July there was an excess of 21 million yen of imports over exports, due to the decline of raw cotton, etc.

The financial market in Japan despite the straightenings out of bank failures and the favourable conditions in the export trade, etc., was not active owing to the decline of rice prices and dull tone of silk market, etc., however, the trade in the first half of August became more active.

Foreign trade during July:—Exports, 189 million yen; imports, 181 million yen; excess of exports, 8 million yen.

Trade with China during July:—Exports, 38 million yen; imports, 16 million yen; excess of exports, 22 million yen.

Attorney Fleming then addressed the Bench in defence of the accused and said that whereas Attorney Chang had deemed a remittance from Moscow to Hankow of \$1,000,000 a "suspicious circumstance," yet Moscow, probably remitted anything from \$50,000,000 to \$100,000,000 to banks in New York and London in the course of a year. Russia has a treaty with China and therefore has a much better right to carry on banking transactions related to trade such as this remittance from Moscow to Hankow was.

Counsel submitted that the Dalbank's transactions had been no different from any other banking transactions in any other part of the world. He submitted that the Investigation Committee's report had not made out a case against the Dalbank in any sense. "The Court cannot be influenced by its suspicions," he said, and asked that the Court order the removal of the seals from the bank and discharge it from further restraint.

Court's Decision.

The Court did so, rendering the following decision:—

"This case was brought before the court by the Chinese authorities against the accused bank on a charge of having violated Article 104 of the Criminal Code of the Republic of China, to wit, 'that the said accused bank is alleged to have been acting as a financial agent of the Communist Party by supplying and remitting funds to Communist agitators, here, in Shanghai and Hankow, thus knowingly assisting persons who are making preparations for the commission of an offence against the internal security of the state.'

In view of the gravity of the charge the Court has, at the request of the Chinese authorities, deemed it necessary to adopt adequate measures to prevent evidence from being removed from or destroyed in the premises of the accused bank and has accordingly ordered its temporary sealing in order to enable a thorough investigation to be made. As the Investigation Committee, instituted by the government has not found conclusive evidence to prove the charge, it is hereby decided that the charge shall be dismissed and the seal be removed from the accused bank as from to-day.

MOTOR TRAFFIC CASES.

ROUNDING BEND AT HIGH
SPEED.

A NEW-OWNER WITHOUT A
LICENSE.

"Traffic Court" was held by Major C. Willson at the Central Magistracy yesterday three cases being brought before him.

The first concerned a young Chinese, named Lau Fook, who was charged with (a) dangerous driving, (b) failing to obey Police's signal and (c) with leaving his motor cycle combination unattended in Queen's Road Central. Defendant was represented by Mr. L. R. Andrews.

Defendant admitted the third charge but denied the first two counts. Evidence was then taken from Sergeant Moran, who said that on the afternoon of August 18th, he was on duty at the junction of Whitfield and Whitfield Road. He saw defendant's combination coming towards him bound for an easterly direction. Defendant was going at a very fast speed and witness put up his hand to stop him. Defendant paid no heed, but kept coming on and witness had to jump out of the way to avoid being knocked down. Witness also shouted to the driver to stop. The combination finally came to a stop outside a workshop some distance away.

Witness followed to the door of the garage and asked the defendant for his driving licence, but the man refused to show it, and ordered witness to leave the premises. The side-car passenger also said, "Yes, you get out," and, catching hold of witness's arm, tried to "help" him out.

Both men refused to give their names and addresses. At the time witness said he was with Sergeant Humphries, who was in plain clothes, and he would be called as a witness.

Replying to Sub-Inspector Alexander, witness said he had had previous experience of driving when he was in the Royal Air Force at Home.

Questioned by Mr. Andrews, witness said Whitfield was a controlled area; the speed limit being 13 m.p.h. He admitted that he had never driven a combination. Witness was asked questions as to the behaviour of a combination on rounding corners, Mr. Andrews remarking that he would call expert evidence to show that the machine could not have taken the corner leading into the workshop at the alleged speed without turning over.

Witness remarked that the corner was quite a wide one, and said that the driver did not sound his horn. He followed the defendant into the workshop to ask for his licence. He took the number of the combination straight away.

Asked to produce his book, witness queried whether Mr. Andrews was entitled to see it as it had not been produced in evidence.

Nevertheless the book was produced, his Worship remarking to Mr. Andrews that he was only entitled to see the number.

Mr. Andrews replied he wanted to see whether the number had been noted down first.

The case was adjourned for a week, when Sergeant Humphries will give evidence, and expert evidence on combination driving will be given by Mr. Getz, of Messrs. Alex. Boss & Co.

ACCIDENT NOT REPORTED.

For failing to report an accident, a Chinese motor-car owner was fined \$5. He was defendant by Mr. Hing Shing Lo.

Inspector Alexander said that the defendant's car collided with a tram-car which was knocked off the rails in Des Voeux Road West. The Police received a report from the Tramway Company, but no report was made by the defendant, who, according to regulations, should have reported the matter at the nearest police station, which in this case happened to be No. 7 Police Station.

NO LICENCE.

Sapper Bray, of the Royal Engineers, who had just bought a motor cycle, was summoned for driving it without a licence.

Defendant admitted that he did not possess a driver's licence. He said that he was merely taking a trial run preparatory to buying it when he would have applied for a driving licence. With regard to the machine, he believed that it was licensed until the end of the year, and that all he had to do was to give the police notice of change of ownership after the cycle came into his possession.

The Magistrate fined him \$5.

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THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

ON THE "RAWALPINDI."

PASSENGERS LEAVING
YESTERDAY.

Among the passengers leaving early yesterday morning on the P. & O. Rawalpindi for Europe was Col. Viscount Gort, V.C., D.S.O., M.V.O., M.C., of the Grenadier Guards, who has been appointed General Staff Officer, First Grade, Fourth Division, in succession to Col. B. B. Crozier, and has been serving as Chief of Staff to Major-General J. Duncan, commanding the Shanghai Defence Force.

Viscount Gort is succeeded at Shanghai by Lieut.-Col. J. McD. Haskard, C.M.G., D.S.O., as C.S.O. (1) of the Shanghai Defence Force. The latter Officer is at present in Tientsin commanding the East Yorks.

Other Passengers.

Other passengers on the vessel from Shanghai, include: Major E. C. A. Glunicks, Capt. N. A. Johnson, Father King, Col. Micklejohn, Father Mangam and Dr. and Mrs. A. J. Reid Taylor.

From Hong Kong leaving on the Rawalpindi there was included in the list:—Nursing Sister Adams, Mrs. E. E. Ais, Mr. C. Bennett, Mr. A. N. Burden, Mr. J. Chaytor, Mr. A. Costigan, Mr. W. P. Goldsmith, Mr. B. Kemp, Mr. C. R. Kerr, Major C. A. Lucas, O.B.E., Major F. H. Linton, D.S.O., Mr. G. Peterson, Mr. and Mrs. J. J. Quinn, the Rev. and Mrs. H. S. F. Rosseter (of the Wesleyan Church) and Mr. J. W. Wearing.

ON THE "MCKINLEY."

SOME OF THE PASSENGERS.

The s.s. President McKinley arrived at Hong Kong on Monday evening from the North, and among the passengers on board were the following:—

Mr. and Mrs. W. F. Arndt, with Dollar S.S. Company at Shanghai, en route to Canton.

Mr. D. A. Gibbs, Manila lawyer, returning from months in the States.

Mr. W. Gordon, with Canadian-American Shipping Company of Vancouver, en route to Manila.

Mr. E. H. Johnson, with Liggett and Myers Tobacco Co., en route to Manila for four years.

Mr. E. V. Bush, with Eastman Kodak Co., en route to Manila.

On the "Rusgia."

Arriving on the Empress of Russia on Monday from Manila were included in the passenger list: Colonel J. N. Wolfson, member of the firm of Wolfson and Wolfson, disembarking here, and M. Benno Moiseiwitsch, the famous Russian pianist, who recently gave recitals in Hong Kong, and who has been to Manila giving a series of recitals there. He is now en route for the North.

THEATRE ROYAL.

"OUR CABARET."

The successful Company "Our Cabaret," will be performing for three nights at the City Hall commencing to-morrow (Thursday), when three complete changes of programmes will be presented including many new items.

Amongst the sketches played will be one entitled "Disorderly Rooms," the famous military baroque written by Billy Bray and William McKillop first played in England in 1914; then played along the Western battle front 1915-19. It is being given for the first time in the Far East with Billy Bray in his original part.

Plans now open at Moutrie's.

FORMALIN POISONING.

SHIP OFFICER'S TRAGIC
END.

"TOOK THE WRONG GLASS."

An inquest was held yesterday at the Central Magistracy on the late Mr. John Ibbetson, chief officer of the s.s. Tai Lee. Major C. Willson sat as Coroner with a jury.

The deceased, it may be remembered, was found dead in his cabin while the vessel was in port here on August 11th. At the inquest yesterday, evidence given by Capt. Midsley and the second engineer was to the effect that the deceased was apparently in good health on that morning. He went to the bridge deck at about 7 a.m. and asked the skipper when he was going to be signed off that morning. The Captain told him to pull himself together and go to see a doctor. Dr. Woo was recommended to him by Mr. Hayley, second engineer of the vessel, and the deceased said that he would go to consult the doctor at 11.30 a.m.

At about 11.10 a.m., Mr. Hayley went to deceased's cabin to remind him that he was to go to the doctor. Mr. Hayley found the cabin door wide open and the deceased was reclining on his bunk and appeared to be fast asleep. "Mr. Hayley called out to him and on having no answer, gently shook Mr. Ibbetson, but he found that his body was cold. The Captain was summoned, who applied 'the looking glass tests' and found that Mr. Ibbetson was dead.

Analyst's Evidence.

Mr. E. R. Dovey, Government Analyst, said that he received a glass tumbler and a bottle from the Police. The bottle contained 14 fluid ounces of formalin. The glass tumbler also smelt strongly of formalin. The bottle was of one pound size, and it was deduced that the deceased must have swallowed two ounces of the fluid. Witness said that one ounce of the formalin was sufficient to cause death.

In the afternoon of the same day, witness received from Dr. Cannon, the stomach, intestines, liver, kidney and heart of the deceased for analysis. The stomach was found to be empty but traces of formalin was found. It also smelt of formalin. The heart was of a dark colour, congested and hardened. Formalin was also discovered in the walls of the stomach, in the intestines and liver.

Use of Formalin.

In reply to the Coroner, Mr. Dovey said that Formalin is used as an antiseptic for the treatment of wounds and for prickly heat. It was never used internally. Formalin could freely be bought and is largely used by photographers for hardening plates. Its commercial strength is 40 per cent. He had only known of two or three cases of poisoning from this drug.

Further evidence showed that the deceased had two glass tumblers in his cabin, one of which contained water and the other formalin, which he had poured out for some purpose. It was surmised that he drank from the wrong tumbler.

The jury returned a verdict of death by misadventure through accidental poisoning.

RAUB MINING CO.

FIVE PER CENT. DIVIDEND.

Messrs. Carroll Bros. have been advised by cable that the Raub Australian Gold Mining Co., Ltd., has declared a dividend of 5 per cent. (about 47 cents per share) payable on September 30th.

THE TOLL OF THE SEA.

COASTING STEAMER SINKS DURING TYPHOON
AT ST. JOHN'S ISLAND.

TWENTY-FOUR OF THE CREW MISSING.

LATEST REPORTS OF DAMAGE AND CASUALTIES.

It could hardly be expected that a typhoon of such intensity and spread over so wide an area would pass without taking toll of deep sea shipping.

So far the only sea going vessel whose loss has been reported in the *a.s. Chung Hing*, a small Chinese coaster that sunk, rather mysteriously, at St. John's Island after the worst of the gale was over. The *a.s. Sun Kong*, which had been anchored near her was getting under way when she heard cries of distress and was able to rescue 30 out of the 51 persons aboard. Presumably the ill-fated vessel must have sprung a leak, gradually filled and she sank unexpectedly.

Repulse Bay shows a sorry scene of wreckage, but in the Kowloon and Victoria districts everything has been put to rights. The building that threatened to collapse into Des Vaux Central has been shored up and the tram service is running as usual.

THE SINKING OF THE
"CHUNG HING."

News of another typhoon tragedy was brought to Hong Kong yesterday when the *a.s. Sun Kong* returned from Kwong Chow Wan. It told of the sinking of a Chinese steamer, the *Chung Hing*, commanded by Captain Leung Sai Kong, at St. John's Island early on Sunday morning. No fewer than 24 persons are missing. Fortunately for the ill-fated vessel, the *a.s. Sun Kong* was nearby and rescued 30 of the crew.

The ill-fated *Chung Hing* was a vessel of 349 tons and plied between Hong Kong and Kwong Chow Wan. She was owned by the Hong On S.S. Co., of No. 3, Des Vaux Road West.

The master of the steamer was among those saved and his story is that on the 19th at 12.50 p.m. the *Chung Hing* left Kwong Chow Wan for Hong Kong with a cargo comprising cattle, 250 pigs, and 10 crates of chickens, and 1,477 packages of straw mats.

About midnight the barometer fell and he decided to take shelter at St. John's Island, as he saw that a typhoon was threatening. On the 20th he let go first the starboard, and then the port anchor. The pigs were thrown overboard to lighten the ship but the steering gear broke, and the ship got out of control, and was wrecked.

The master stated that out of a crew of 54, twelve were lost. Of fourteen super-cargoes, twelve were reported to be missing. The ship is valued at \$40,000, and the cargo at about \$30,000.

Mr. Lai Kwong, master of the *a.s. Sun Kong*, which stood by and effected the rescue made an official statement to the Harbour Authorities as follows:

I beg to report that the *a.s. Sun Kong* sailed from Kwong Chow Wan to Hong Kong on the 19th instant at 12.40 p.m. During the voyage, at midnight, the barometer dropped, and at 6.30 a.m. next morning I turned to Sam Tong and anchored for shelter. At the same time the *a.s. Chung Hing* also anchored there, but up to 10 p.m. the typhoon was blowing, and at 6.30 p.m. it became strong. I saw the barometer right down, so I put 98 heads of pigs and 34 baskets of eggs overboard from the deck, and at 7.30 p.m. the typhoon slowly passed away, and we got to safety at last.

On the 21st, at 1.30 a.m., I heard cries for help from the *a.s. Chung Hing*, and saw that she had sunk, so turning near her I made rescue of 27 seamen and two super-cargoes, and carried them to my ship.

On the 22nd at 5 a.m., sailing from Sam Tong to Hong Kong, I arrived here at 3.45 p.m. to-day. I am sending those rescued seamen to their Company's office.

A *Daily Press* representative interviewed Mr. Lai Kwong yesterday. He said that he was unable to account for the sinking of the *Chung Hing*. The two vessels took shelter at the same time and were abreast of each other, about three hundred yards apart. The place, which is called Sam Tong in Chinese, provides safe shelter from the wind and tide. The depth of water was less than three fathoms, and owing to the muddy bottom, there was no danger of a ship going aground.

After the typhoon had blown out its worst, both vessels made preparations to get underway and continue their journey. The *Sun Kong* was steaming out slowly when cries of distress were heard from the *Chung Hing*. The *Sun Kong* immediately made towards the ill-fated ship and found her submerged to the bulwarks. The *Chung Hing's* crew were all on board and it proved an easy matter to transfer them to the *Sun Kong*. As a matter of fact, those who were rescued had not even got wet.

Mr. Lai Kwong said that he learned from the survivors that the co-pilot, the third engineer, the stowaway and nine members of the crew were drowned. None of the survivors could account for the sinking of the ship. It was presumed that the drowned men were fast asleep in their berths and were unable to get on deck before the ship submerged.

The ship was in three and a half fathoms of water and the bridge of the ship was showing. At low water, the top deck of the *Chung Hing* was above the surface.

The barometer reading on the *Sun Kong* when the "blow" was at its worst, was zero. The lowest reading on the instrument on board the *Sun Kong* is 29.3 inches and by "zero," Mr. Lai Kwong must have meant that the pressure had dropped lower than that.

LOCAL SHIPPING
CASUALTIES.VESSEL BLOWN ASHORE AT
CHEUNG SHA WAN.

The master of the *Man Sun*, a Chinese vessel, which has been laid up at Cheung Sha Wan, near Stonecutters Island, for nearly a year, reports that the vessel was blown a mile from anchorage on the 20th during the height of the "blow." As a result she was thrown on to the rocks and totally wrecked. All efforts to save the vessel proved unavailing, but the five men on board were able to get to safety.

The owner places the value of his vessel at \$10,000.

FISHING BOAT CAPSIZED.

The capsizing of a fishing boat on Saturday caused the death of five fishermen according to a report made to the Aberdeen Police by a survivor. It appears from his story that the boat was on a voyage from Lochnan to Ptole Island, off Stanley. There were seven men on board at the time when a strong gust of wind caught the craft and capsized her.

Of the crew of seven, five were washed away. The other two held on to some wreckage and after drifting for eight hours were picked up by another fishing boat.

"TAIKOO WANYI"
REFLOATED.

The *a.s. Taikoo Wanyi* which went aground during the typhoon at Kowloon Bay was refloated yesterday. She was towed into Taikoo Dock early in the morning. The extent of the damage was not ascertained yesterday, but it was believed that some of her plates have been battered for she was making water in her after hold, which had to be pumped out before she could be refloated.

MATSHEDS AT REPULSE
BAY WRECKED.

RESERVOIRS OVERFLOWING.

Although Castle Peak weathered the "blow" wonderfully well as regards its matsheds, a visit to Repulse Bay gives a very good idea of the force of the wind. The beach presents a scene of wreckage. Matsheds were twisted into fantastic shapes, and others, more exposed, were wholly demolished. Hardly one has escaped damage or some sort, some are down, others have roofs off, partly off, or walls down. The new public bathing matshed has "gone west."

THE RESERVOIRS "LIKE
NIAGARA FALLS."

With over seven inches of rain during the week-end, the reservoirs are overflowing. A resident who paid a visit to Tyam Tuk reservoir on Sunday told a *Daily Press* reporter yesterday that the water was rushing out of it. "It looked like Niagara Falls," the visitor said.

(Continued on next column.)

TROUBLE IN HAIPHONG.

ANTI-CHINESE RIOTS
RUMOURED.

NO OFFICIAL INFORMATION.

Reports have been current in the Colony, through telegrams received by Chinese merchants, that a riot has broken out in Haiphong, the French Indo-China ports, and has resulted in the wounding and killing of a number of Chinese.

One report stated that one Chinese was killed and over twenty wounded. Another report said that natives, who have a long standing feud with Chinese who have immigrated into Indo-China, have killed several hundred Chinese, burning, and looting their shops.

The question of the advisability of sending further cargo to Indo-China for the time being, as the authorities have not yet got the very serious situation fully in hand is being debated by the Chinese Chamber of Commerce, and it is probable that the matter will come up for discussion at to-day's meeting. On enquiry at the French Consulate General yesterday, we were informed that no official communication had been received from Haiphong. There had been many callers, principally Chinese merchants wishing to know whether it was advisable to ship cargo to Haiphong.

The Consulate has cabled to Haiphong asking for details, but up to last evening there had been no reply received, it is believed that there may have been minor trouble, but that the reports have been of a very exaggerated nature.

The Compagnie des Messageries Maritimes, the Po Hing Tai and other Chinese steamship companies who trade with the Indo-China port do not appear to have received any information.

CHARGE AGAINST POLICE
RESERVIST.LENT INSIGNIA OF OFFICE
TO FRIENDS?

A Chinese police reservist, named Lai Kim Ying, was charged at the Central Magistracy yesterday morning with breach of the regulations by handing over his Police Reserve pocket book and two metal crowns to two men to enable them to gain admission to the Taiping Theatre without purchasing tickets.

Henry Kwok Yu alias Yun Kim Kung was charged with the unlawful possession of two metal crowns of the description issued to a Police Reservist.

This last defendant was represented by Mr. C. A. S. Russ.

All three defendants entered pleas of "not guilty," except the second defendant who said that the pocket-book came into his possession without his knowledge. He stated that he had been to swim that afternoon, and the first defendant wore his coat by mistake and left the pocket-book in his jacket.

Hearing of the case was fixed for Friday afternoon, at 2.15, and defendants were allowed bail in the sum of \$100 each.

SAFE AGAIN.

WEAKENED BUILDING
SHORED UP.

Reference was made yesterday to the danger of a collapse of a large Chinese store—the New Chen Kwong Company—in Des Vaux Road Central, through the pillar of a first floor verandah ominously cracking. This caused a suspension of a through tram service direct from Whitty Street to Causeway Bay or Happy Valley, trams from Whitty Street having to stop at the Western Market, and from the eastern district at the Post Office or at the Central Market. This continued all through Monday evening, while shoring operations were carried out to the pillar and the verandah itself.

Yesterday it was noticed that the building had been made safe, until the weakened pillar can be properly dealt with, and the trams were again running past the store. Passing the spot in question the trams slowed down to lessen vibration.

The long suspension of the lower level tram service on Saturday was due to the fact that the line was blocked by fallen branches, water, and debris at various points, and also a number of wires had fallen across the live overhead tramway wires. In view of this the Company decided that it was not safe to resume the service until Sunday morning, when the obstructions had been cleared away.

THE THREAT FROM
KIANGSI.

"RED" FORCES ADVANCING.

ALLIANCE BETWEEN KIANGSI
AND KWANGTUNG?

According to a report from Swatow, the "Reds" led by Ho Lung and Yeh Ting, who were recently defeated by General Chang Fat Kuei at Nanchang, are advancing on the Kwangtung border from Southern Kiangsi. They are said to have occupied Lungchun, in the North-east of Kwangtung. The Canton Government views the situation with some alarm as the forces in Eastern Kwangtung, under General Ho Chei Wu do not number more than 3,000 and are not strong enough to hold the "Reds" invasion. The Canton Government has ordered a part of General Faa Shek Seng's troops now in North Kwangtung, to be despatched to the East River. General Wang Shiu Hung's forces in the southern section of Kwangtung have also been ordered to mobilise and move to Northern Kwangtung, where, if necessary, they are to reinforce those preparing to defend the Kwangtung-Kiangsi border.

Some anxiety is being caused by the fact that General Fan Shek Sang's troops, now stationed on the Kwangtung-Kiangsi border are, according to a report from Shuiukwan, still inactive. Recently he declared that he was leading his army towards Kiangsi against the "Reds" under Ho Lung and Yeh Ting, but after Marshal Chiang Kai Shek's resignation he suddenly changed his plan. It is reported that he is busy engaged in enlisting new recruits from Kwangsi and later he hope to run himself as a rival to General Li Tsai Hsin.

General Li Tsai Hsin was expected back in Canton yesterday or to-day. At General Li's request, so it is said, General Chang Fat Kuei, has left Nanchang, the capital of Kiangsi for Canton accompanied by Mr. Chen Ku Yu, General Li's representative. Some significance is being attached to the visit and it is thought that an alliance is being formed between Kwangtung and Kiangsi, placing Chang in control of the latter province.

The naval authorities at Canton have ordered the cruiser *Fu An* to be prepared to sail for Shanghai at any time and to join the squadron now operating against the Northern Armies.

The "King of Honan." Some interest is attached to the attitude of General Li Fu Lin, Commander of the 5th Kuomintang Army, and popularly known as the "King of the Island of Honan" (opposite Canton), in the present political crisis. So far he has not committed himself, but he has been holding lengthy conferences with his subordinates during the past few days. His policy has always been to keep his "kingdom" neutral and to that end he is always ready to acknowledge the existing government of Canton no matter what it may be.

With a view to assisting the Central Bank of China which is now going through a stormy passage, the Canton Government have prohibited the export of silver. No one is allowed to leave the province with more than \$50 of silver coin on his person. Anyone attempting to infringe the law will have the money in question confiscated.

The two men charged with the crime appeared on remand before Mr. Lindsell at the Central Magistracy yesterday morning, and Chief Detective Inspector Reynolds applied for a formal remand for another week.

Asked by his Worship if it would be possible to finish the case in time for the September Criminal Sessions, Inspector Reynolds replied that he thought so, as the evidence of the "small" witnesses would not take a long time.

In addition to fixing next Tuesday (morning and afternoon) for hearing the case, Mr. Lindsell also set aside the following Thursday (at 11.30 a.m. and 2.15 p.m.).

"AN OPIUM BABY."

A TELL TALE LULLABY.

PROUD MOTHER TO PAY UP.

The smuggling ingenuity of the Chinese is "hard to beat." A coffin, fully laden with opium, was once carried through the streets in Canton accompanied by a large number of mourners and friends. The usual "tom-tom" and banners which formed a funeral procession went with it. But someone in the "know" let the cat out of the bag and the result was that the drug was confiscated and a whole family dumped into gaol.

The trick employed by a woman to smuggle 110 taels of opium into Hong Kong was as follows. She was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday.

According to the story told to the Court by Revenue Officers, she was just coming out from the Sai On Wharf and had a baby strapped on her back. This in itself was nothing unusual to rouse the suspicion of anyone. It is quite a common sight to see Chinese women carrying babies on their backs. This woman, however, went one step too far which proved her undoing. The baby, or what was supposed to be a baby, was soundly asleep. It was not crying and yet the fond mother kept singing "Hush-a-bye, my baby" and repeatedly patted the child on the back.

She overdid her part, and was ordered to unstrap the baby so that the Revenue Officers could have a look at the naughty child. She did, because she had no alternative, and two parcels of opium fell out into the ready hands of the watchers. One of the parcels contained 80 taels of prepared non-Government opium and the other 30 taels of raw opium.

Mr. Lindsell fined her \$9,000 with the alternative of nine months in gaol with regard to the prepared opium, and \$2,000 or two months' gaol for possession of raw opium. The drug was confiscated.

MURDER OF MRS. MACKAY.

ECHO OF CHAI WAN CRIME.

CROWN CASE TO OPEN
NEXT WEEK.

The charge arising out of the brutal murder, by two armed men, of Mrs. Mackay, wife of Mr. C. Mackay, a time-keeper at the Taikoo Dockyard at Chai Wan (Shaukiwan), is to develop another stage within a few days.

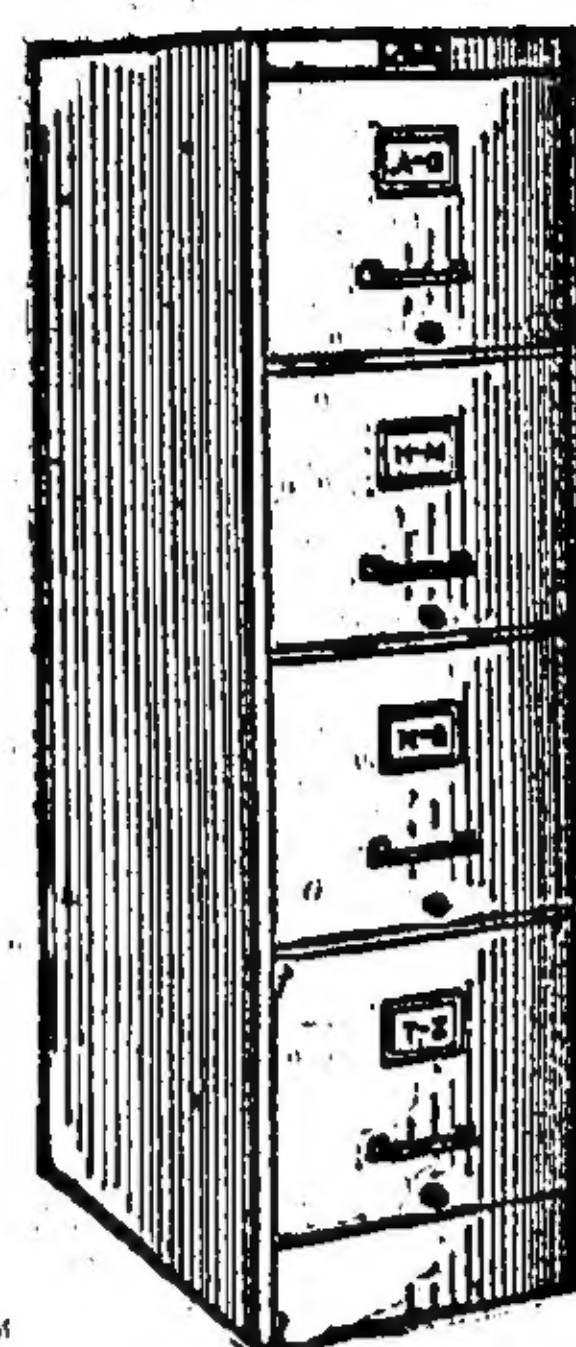
The Crown are ready to open the case against the two men held by the police. The Detective Department have completed their investigations and assembled a mass of evidence for the Crown solicitors. The first hearing has been fixed for Tuesday next, before Mr. R. E. Lindsell, at 11.30 a.m. and 2.5 p.m.

No fewer than thirty witnesses will be called during the hearing, but of this number several will only tender evidence of a formal nature.

The two men charged with the crime appeared on remand before Mr. Lindsell at the Central Magistracy yesterday morning, and Chief Detective Inspector Reynolds applied for a formal remand for another week.

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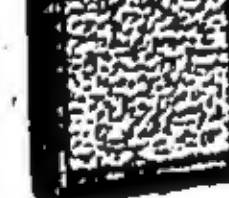
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A MEMORIAL SERVICE for the Late Wm. Bro. D. G. LOGAN will be held at ZETLAND MASONIC HALL on SUNDAY, 28th AUGUST at 10 A.M. All Master Masons of both Constitutions are invited to Attend. Morning Dress.

A. W. H. Sec.
[2449]

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THE Underigned have received Instructions to Sell by PUBLIC AUCTION,

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OR TO Messrs. LAMBERT BROS., The Auctioneers,

No. 8, DUNDAS STREET, HONG KONG, 19th Aug., 1927. [5233]

HONG KONG FOOTBALL LEAGUE.

APPLICATIONS for Admission to the above League must reach the Underigned on or before the 31st AUGUST accompanied by the Entrance Fee of TWENTY DOLLARS. No Club can be admitted to the League unless affiliated to the Hong Kong Football Association.

W. E. HOLLANDS, Hon. Secretary.

P.O. Box 231.

HONG KONG FOOTBALL ASSOCIATION.

APPLICATIONS for Admission to the above Association must reach the Underigned by the 31st AUGUST accompanied by the Necessary Fee of TWO DOLLARS. Newly affiliating Clubs ONE DOLLAR Entrance Fee Extra.

W. E. HOLLANDS, Hon. Secretary.

P.O. Box 231.

HONG KONG FOOTBALL ASSOCIATION.

REFEREES AFFILIATION.

APPLICATIONS from Qualified Referees for Affiliation to the above Association must reach the Underigned by the 31st AUGUST accompanied by the Annual Subscription of ONE DOLLAR.

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[5213]

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KAM FAT LAY.

Hong Kong, 11th Aug., 1927. [5211]

Ms. M. J. QUIST,

Consul General for the Netherlands.

P.P.O. "Empress of Russia."

[5240]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 24th, 1927.

"THE ISLAND OF SAINTS."

THE other day the London Morning Post published a story which was sent to the paper by a reader in Ireland. At an agricultural meeting near Limerick, called to discuss the importation of bulls to aid in the improvement of cattle, a farmer got up and declared, "You once had in Ireland a good bull called John Bull. You got rid of him, and I don't think you will ever get a better one." There are a good many people in Ireland at the present moment who would endorse that view, although, perhaps, not many would be bold enough to give it such public utterance.

Under English rule the King's writ ran throughout the land, and although there were sporadic outbreaks of crime, men knew that the long arm of the law was outstretched to seize the political plotter and the sordid criminal alike. But now what is the position? Mr. O'Higgins, Minister of Justice, and the strongest member of the Government was shot down in cold blood, and his assassins are still at large. He was obnoxious because he meant to uphold the Treaty, and he flouted rabble who spout treason and call for total severance from England and the British Empire.

Mr. COSGRAVE, President, recently stated in the Dail that the conspirators did not disappear when the British Government was got rid of in the Irish Free State. He showed clearly that artillery from

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THE HONG KONG DISPENSARY

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[50]

Germany and rifles from Italy and France were proposed by the Irish Republican Army even after the failure of their "Civil War" of 1923. In other words, their surrender to the Free State after the signing of the Treaty was not a genuine or honest ending of the war.

What has happened in Ireland is this—that there is a secret society within the Irish Republican Army. Last year the police found many dumps of arms and other proofs of revolutionary movements, and in the month of May an important paper was seized. This document proved that the so-called Irish Republican Army had broken not only with Mr. DE VALERA's Fianna Fail, but also with Sinn Fein. This history repeats itself. As often happens in revolutionary annals, the first extremists beget others, and they in turn produce others, each group more reckless and irreconcilable than its predecessors. Mr. COSGRAVE declared that the murder of Mr. O'Higgins was committed by some section of the I.R.A., and he announced that he would insist upon special powers to protect the State and its ministers. In the present state of the country, he will be lucky, after this declaration, if he dies in his bed. And this is the land that poets used to describe as the "Island of Saints."

Englishmen now regard events in Ireland with an air of detachment. They read the news from Dublin and Cork with about as much concern as they would glance at the report of a street fight in Lisbon. When the Irish were given self-government to an extent that PARNELL and his friends never expected in their wildest dreams, the Irish Members disappeared from Westminster. Since then Ireland

has ceased to be of any account in English politics. The "Irish Question" which figured so largely in Gladstone's time no longer matters in the party game. Now the country is a thousand times worse off than it ever was under English rule. Many keen observers wonder whether the Irish Free State will ever settle down. Mr. COSGRAVE and the best elements in the country have before them the problem how to deal with the gangs of murderers and gun-men, and so decide who shall govern. These people are few in numbers, but they must be extirpated if the Free State is to survive.

Yesterday being Settlement Day no quotations were issued by the local Stock Exchange.

Mr. W. A. Hannibal leaves to-day per a.s. *Apator* on a business trip to Europe and America.

The ordinary monthly meeting of the Chinese Chamber of Commerce will be held this afternoon.

Quarantine restrictions imposed against arrivals from Saigon on account of cholera have been removed.

To-day is St. Bartholomew's Day, and according to the old Chinese Calendar, the Stopping of Heat (*Sh'ui-shu*).

The annual meeting of the Hong Kong Cricket League will be held to-day, at 3.30 p.m., at the Sanitary Board Room, Post Office Building.

The total output of the Kailan Mining Administration's mines for the week ending August 6th amounted to 96,421 tons, and the sales during the period to 70,036 tons.

For bathing under a street fountain in Soy Street, an elderly boatman was fined \$3 by Mr. W. Schofield, at the Kowloon Magistrate's court yesterday morning.

An old-established firm of architects and civil engineers in Hong Kong is advertising at Home for an architect. The salary is \$700 a month, and there are prospects of a partnership.

The police have arrested two men in connection with a theft of \$60 from the abbeys of the Sai Heung Convent, which stands in the village of Lam Ki, near Castle Peak. The theft occurred on Sunday.

A young Chinese was sentenced to six months' hard labour, and ordered to receive 15 strokes of the birch, by Mr. W. Schofield at the Kowloon Magistrate's court yesterday morning, for snatching an earring from a Chinese woman at the junction of Cheung Sha Street and Nathan Road at noon on Monday.

It is stated in the Chinese press that a fund of about \$13,000 has been collected by the management of the Kwong Wah Hospital. It is believed that this sum will be devoted for the improvement of part of the hospital. The management of the hospital report that shortly they expect to be able to collect more money, making a total of \$17,000.

The Hong Kong Tramways are to undertake the double tracking of a section of their line between Causeway Bay and Shaukiwan, for a matter of 1,000 yards from Quarry Bay halt to Mr. D. Templeton's house. The remainder of the route from Shaukiwan to Causeway Bay (the terminus) is to be double tracked when the road-widening has been completed.

A Kowloon bus knocked over a lamp standard at the corner of Nathan Road and Pak Hoi Street, Yau-mat, last Sunday night. There was a high wind which was blowing the dust across the road, and the driver was almost blinded by it. He swerved to avoid a Chinese who ran in front of the bus and lost control. Fortunately none of the passengers were injured beyond a few bruises.

The late Mr. Marcus David Esckiel (73), of Tiabury Road, Hove, for many years associated with Messrs. E. D. Sassoon, in Hong Kong and Shanghai, left £15,670 (net personality £13,734).

The following appointments to Hong Kong have been made by the Secretary of State for the Colonies: Lieut.-Commander H. Gandy, R.N., and Mr. M. I. de Ville to be Second-class Land Surveyors, Public Works Department; Lieut. H. H. Reddow to be Assistant Master, Education Department; Mr. R. Elvidge to be Third Boarding Officer, Harbour Master's Department.

Mr. M. J. Quist, Consul-General for the Netherlands, leaves for home by the *Empress of Russia* to-day on an eight months holiday. During his absence Mr. Consul A. Methofer will be in charge of the Netherlands Consulate-General. Mr. J. I. Noest, Vice-Consul in Singapore, has been attached to the Consulate-General and is due to arrive here in the first half of September. Mr. Quist is timed to leave Blake Pier at 10.30 this morning.

Mr. E. Cooke, of the Hong Kong and Whampoa Dock Company, has made a report to the police to the effect that whilst driving car No. 1763 along Nathan Road, near the Po Hing Theatre on Monday, he knocked down a Chinese woman who suddenly crossed from the front of a stationary motor bus. Mr. Cooke swerved to try to avoid the woman, but was too late, and her right leg was broken. She was removed to the Kwong Wah Hospital.

Mr. Henry Remedios, of No. 4, Peace Avenue, Homuntin, was on Monday taken to the Kowloon Hospital suffering from injuries to his head, body and legs as the result of an accident while driving his motor cycle combination No. 831 on the Castle Peak Road. He was about to pass a bus when a pedestrian appeared on the road. In swerving to avoid the pedestrian, the cycle ran on to a light railway track, and collided with a locomotive earth truck. The cycle overturned and Mr. Remedios was thrown heavily. A lady who was riding on the pillion seat and two children who were in the sidecar also fell out and received slight injuries which were, however, not serious enough to necessitate their going to hospital.

There will be an extraordinary general meeting of the China Provident Loan and Mortgage Co., Ltd., held to-day, at 2.30 p.m. at the Company's offices, Pedder Building, for the purpose of confirming a resolution passed at a recent meeting. The resolution in question is:—"That the Capital of the Company, be reduced from \$6,000,000 divided into 600,000 shares of \$10 each, to \$3,000,000 divided into 600,000 shares of \$5 each, and that such reduction be effected by cancelling the capital which has been lost or is unrepresented by available assets, to the extent of \$5 per share upon each of the 599,587 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the Company's capital from \$10 to \$5 per share, provided always that such reduction shall be without prejudice to the Company's rights under Article 32 of the Articles of Association to sue for and recover all arrears of calls now outstanding and due in respect of any forfeited shares."

OBITUARY.

O.N.C. ENGINEER'S DEATH.

PASSED AWAY AT SHANGHAI.

The death occurred suddenly in Shanghai on August 16th, at William's Hotel, of Mr. David Aikman, chief engineer in the China Navigation Company. It is believed that death was due to heat apoplexy.

The deceased, who was a native of Scotland, was in pre-war days in the employment of D. & S. and on joining up was Engineer-Lieutenant in the Royal Navy.

His father was the manager of Pratt's, the great biscuit factory, in Edinburgh.

THE WEATHER.

FAIR FOR TO-MORROW.

TYPHOON 400 MILES WEST OF MANILA.

The Royal Observatory's report at 5.40 p.m. yesterday predicted locally;

S.E. or variable winds, moderate to light. Fine.

The anticyclone is nearly stationary over N.E. Japan. The position of Guam typhoon is uncertain. The typhoon about 400 miles east of Manila appears to be moving W.N.W.

The 11.10 a.m. report stated that there appear to be two typhoons, one about 400 miles east of Manila and one about 300 miles N.W. of Yap.

Their direction of motion is unknown.

FROM MANILA.

Reports from Manila stated: Tuesday, 10.30 a.m.

Cyclone or typhoon E. of Luzon more than 300 miles distant, direction unknown.

5.30 p.m.

Typhoon in about 129deg. Long. E., 18deg. Lat. N., moving N.W.

The cyclone or typhoon near or over the Northern Ladrones or Mariana Islands is moving E.N.E.

SANITARY BOARD.

APPOINTMENTS TO STANDING COMMITTEES.

IN PLACE OF DR. J. C. MACGOWN.

A meeting of the Sanitary Board was held yesterday afternoon, but the only business was the appointment of certain members of the Board to certain standing committees to fill a vacancy caused by the absence of Dr. J. C. Macgown, on leave.

Mr. N. L. Smith (President) was in the chair, and others present were: Dr. S. W. Tse, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackson (Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

On the motion of the President, Lt.-Col. S. Boylan Smith was appointed to serve on the Standing Committee for the Colonial Cemetery,

KING EDWARD VII. AND GERMANY.

ATTEMPTS TO SECURE AMITY BETWEEN THE TWO NATIONS.

KAISER AND KING ON THE FAR EASTERN PROBLEM.

[BY SIR SIDNEY LEE.]

It was to foreign affairs and to military affairs that the King from the first mainly directed his attention. The foreign policy of the country had been his eager study for some forty years. Long before his accession he had talked over its details or corresponded about them with British Ministers and Foreign Ambassadors in England, or with foreign statesmen and their rulers abroad, with an ever-growing zest. His protracted struggle with his mother over his desire that the Foreign Office should transmit their despatches to him had ended in his favour, and of late he had exchanged letters on foreign questions with the Kaiser, the Tsar, and the King of Greece. Ample material for estimating the character and aims of foreign Powers was at his disposal, and his accumulations of knowledge enabled him to offer invaluable suggestions on the course of foreign policy. His habit of correspondence and of personal discussion on foreign affairs continued through his reign, and he was prolific in independent comment, and warning to his Ministers whenever foreign policy was in question.

It was the constitutional function of the Prime Minister and the Foreign Secretary especially to advise him as to his attitude towards every foreign question as it arose, but King Edward's lifelong study of foreign affairs, and his ripened intimacy with the chief personal factors in Continental politics, did not allow him to restrict his sources of foreign information to his Ministerial counsellors, or to echo with automatic docility their opinions. Not seldom he changed places with his constitutional advisers and offered advice instead of receiving it. He was constitutionally in no position to ensure its acceptance by his Ministers, but there was nothing to prevent his so-called servants from adopting his counsel when they saw fit and of tendering it back to him as a Ministerial pronouncement. In such a way did King Edward advise his advisers. His invariable aim was to promote peace and good will, provided that British interests were duly respected. He always recognised that in certain eventualities war might be inevitable, and forecasting the horrors of a European conflict, he carried on with the latest machinery of destruction, he pursued with energy every means of establishing peace short of any surrender to humiliating counsels of fear. The main historic importance of King Edward's reign is the abandonment of the time-worn policy of isolation in foreign affairs, and the substitution for it of a system of ententes and alliances.

A Clouded Horizon.

Clouds hung over King Edward's horizon when King Edward ascended the throne. The South African War was still in progress, and the cherished hopes of an early and prosperous conclusion were fading. The sympathy of foreign peoples with the cause of the Boer enemy continued to manifest itself in raucous denunciation of the British name in all the market-places of Europe. Foreign Governments in their intercourse with the British Government diplomatically qualified the notes of popular hostility, but doubts were justified whether the correct tone of the Chancellors of Europe implied any genuine good will. One thing alone was certain, that England was isolated and friendless. Lord Salisbury, King Edward's first Prime Minister, had long been wedded to that policy of "splendid isolation" which had been the constant British tradition through the last forty-five years of Queen Victoria's long reign.

The disposition of the Powers of Europe at the beginning of King Edward's reign was mainly conditioned by the two sets of alliances, the Triple Alliance of Germany, Austria, and Italy, and the Dual Alliance of Russia and France. A favourable interpretation viewed the two alliances as counterpoises one to the other, making for a stable European equilibrium. Those opposing armed camps were kept apart in chronic antagonism by two age-long quarrels which were the seeds of past and future wars. France could never forgive Germany for the annexation of Alsace and Lorraine, while Russia and Austria were striving bitterly for hegemony in the Near East. But there was always a chance, though a remote one, that jealousy of Britain, from which no great European Power could be reckoned quite free, might be so stimulated by circumstance as to bring the

aimed at them. I have, by the way, in an answer to King Edward which I sent to him this morning hinted superficially at the news as a thing known for a long time. I am anxious for a sight of the King and Lascelles who are to dine with me on Friday.

The King, for his part, was no less well primed. Lord Lansdowne had drawn up on August 10th for the particular use of the King, a memorandum on questions which might be referred to in the interview. Lansdowne thought the main points to be dealt with were the negotiations respecting affairs in China, South Africa, Koweit, and Morocco.

The Kaiser's Own Account.

The next day the two monarchs met, Sir Frank Lascelles also being present. By way of easing matters at luncheon, the Kaiser presented to the King a beautiful epergne of his own design which graced the table. The Kaiser was in great spirits and quite affectionate in his manner to the King. After luncheon the two monarchs and Lascelles retired to the garden, where the Kaiser, in merry mood, chaffed Lascelles about his lack of knowledge of current events. The Kaiser's own account of the interview runs:

The political interview which was held here to-day at my residence with the King of England and his Ambassador, Sir Frank Lascelles, was opened by King Edward's query as to what was the real object of the Kaiser's visit to France. That the Tsar wished to visit me at Danzig he had known for a long time, but that he was going immediately to France was quite a surprise to him. The King seemed seriously displeased with the Kaiser's proceeding. If he had the desire to visit anyone besides myself he ought to have come to him, his nearest relation.

It was then he remarked that the Russians probably would take back from France with them some money. But what will they do with the money? asked the King. I rejoined that, as I had reason to believe, the Russians used the money for the building of the trans-Siberian railway. That this railway in its present position would not be used for commerce, but would serve only for military purposes, was quite clear. The Russians will send troops from West to East, I interjected; but whether against Manchuria, or Corea or Japan, that is yet to be shown. Apropos Japan! If I rightly remember, in the winter of this year the Japanese Ambassador put a question to my Government as to what would be the attitude of England in the event of a Russo-Japanese conflict. We answered him on that occasion that we believed that England would probably maintain a benevolent neutrality. On this question I saw Lord Lansdowne, who told me personally, "What! Neutrality! No, the British warships will fight together with Japan, and we must absolutely go with them! The summer came and went, the Japanese war score disappeared, and nothing happened. Later on the solution of this riddle came to me from a Russian source. The Russians told us Japan wished to start a war; she asked money from England, and this money was refused to them."

"I Call It Treachery."

King Edward made here a remark of impetuous displeasure at the politics of the English Cabinet, and protested that he positively knew nothing of it. Also Sir Frank protested energetically, and said, he was indeed very indiscreet, but he had to assert that on the contrary the Japanese rejected English money. To my expressed doubt the Ambassador came out with a speech in which he said that of course England had offered the money, but had proposed such conditions that it was difficult for the Japanese to accept it.

I replied that it came to the same thing whether a thing was refused outright or whether such conditions were put that the other side could not accept it. The English Government after such an action could not wonder if the phrase "perfidious Albion" were still accepted as before. I could call such politics only by the name of "Treachery." At this came lively protests from the King and Sir Frank.

I came forth with the remark that since the Chinese expedition, the Continental States have linked themselves closer together. Who could have imagined it possible ten years ago, for example, that the French and German troops should be fighting alongside of one another under a Prussian against a third party! This blood split in common has worked wonders, and we are now on right good understanding with our neighbours across the Vosges. He in the midst of Europe I stand with my strong army, and together with my allies of whom I am sure I shall endeavour to maintain peace.

I have gained from my conversation with the King of England and Sir Frank Lascelles the general impression that the visit of the Tsar to France together with his expressed wish to see the German Chancellor, has caused an extraordinary impression on the part of England. Whether this will be sufficient to draw the English, and especially Lord Salisbury, from their hitherto passive policy, and to open their eyes to the slow but continuous fall of her (England's) prestige and of her world-position, will remain uncertain.

"THE DARK ANGEL" AT THE QUEEN'S.

WAR TIME PICTURE TAKEN IN ENGLAND.

HINDU RUINS IN INDO-CHINA.

[BY OUR FILM CRITIC.]

One is left in no doubt why Hong Kong audiences voted for a revival of "The Dark Angel," for it is an unusually interesting film. As a war time story of great pathos, it yet manages to steer clear (almost) of film sentimentality. It is apparently even more difficult on the screen than on the stage, or in literature, to convey a tragic theme with first the right degree of restraint, more especially when it is a tragedy of love. The English dislike for showing emotion often calls forth flippancy to hide it, and stage tragedy has to be very carefully presented. Americans, who are more simple minded than we are, can stand bigger doses of romantic sorrow; and, perhaps, it would have been better if earlier scenes of this play had been shorter.

At this time when we are interested in the new British film industry "The Dark Angel" has a particular appeal. Three of the actors, including Ronald Coleman, are British, and the greater part of the film was photographed in England. Happily Coleman still looks like an Englishman and acts like one, so that in his rôle of British officer there are none of those small but aggravating inaccuracies which are so often seen when an Englishman is screened in California. Vilma Banky who plays the heroine is Hungarian. She does not look typically English but neither is she American nor exotic. She and Coleman have a strong bond of sympathy and they frequently act together—always with success.

There is a sense of England running right through the play, the hunt scene, the stretches of field and hedges, and the shaded river, are the real thing; even the manor is not aggressively Americanised. It may be insular to rejoice in this, but one can't help it. "The Dark Angel" is a genuine war time tragedy, romantic and yet not incredible. It is a picture of exceptional merit and originality, and very well worth seeing. An Interesting Curtain Raiser. Prizma pictures are generally liked; some are really beautiful and others rather crude, but we have yet to see one which can compare for interest or for colouring with "The Ruins of Angkor." This amazing temple city was built by the Hindus in Indo-China, and even to-day, ruined and overgrown by the jungle, it is an amazing sight. The bas-reliefs and the style of much of the architecture remind one more of Greek than Indian work, and the film has given a wonderful picture of it. We wish that we could have more Prizma pictures like this, and more films on a level with "The Dark Angel."

OLD ENGLAND IN HYDE PARK.

DELIGHTFUL SPECTACLE OF FOLK DANCES.

The spirit of the country of bygone days came to Town on June 12th and settled itself in Hyde Park, spreading in a glorious mass of colour over the natural amphitheatre near the Serpentine. The English Folk Dance Society was holding one of its country dance parties, under the auspices of the League of Arts, and close upon a thousand dancers demonstrated to a delighted crowd of many thousands the art beloved of our forefathers three or four hundred years ago.

Thanks to the efforts of the late Mr. Cecil Sharp, it seems as though it will be seen again in all its old-time popularity.

In the afternoon the dancing space was uncomfortably crowded, and, as usual, there were many hundreds more women than men, but thanks to the instruction that women dancers must bring a male partner in the evening, there was ample space for all, and the dances could be seen to better advantage.

It was an extraordinarily beautiful scene at both performances, a scene glowing with colour. Reds, ambers, greens, pinks, blues, in shades and combinations of shades, moved in one vast rhythmic whole, for ever changing, forming and reforming, as it were new patterns to the old English tunes played by the Band of the Welsh Guards.

CHARGE AGAINST CHINESE CONSTABLE.

BRIBERY AND MISCONDUCT ALLEGED.

COMPLAINANT A MEMBER OF TRIAD SOCIETY.

In a case heard before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon a Chinese constable was alleged to have assaulted a tug master, residing at Kowloon, to have demanded money from him by unlawful means and to have been guilty of misconduct in the course of his duty.

Mr. G. S. Hugh Jones, represented the complainant, prosecuted, and Mr. A. E. Hall defended.

Opening the case Mr. Hugh Jones said that on the 13th inst. the complainant was in the doorway of his house, No. 235, Lai Chi Kok Road, ground floor, when the constable who was in uniform came up to him, accused him of being a returned deportee, took him into custody and led him to the Police Station. On the way the master of the shop where he was employed stopped them and enquired what the matter was. They then went into the shop and were brought into the kitchen. The defendant demanded \$20 for the release of the complainant and in the presence of several people he struck the complainant several times.

Complainant gave corroborative evidence and added that he agreed, under compulsion, to pay defendant the \$20 demanded. He said he found great difficulty in obtaining money and on that day managed to secure a sum of two dollars, which he arranged to hand defendant, but did not see the money pass into his hands.

Cross-examined for the defence, complainant admitted that he had once been charged with being a member of a triad society.

Several witnesses were called and the case was adjourned.

THE MISSING "TIMES" CORRESPONDENT.

SEARCH EXPEDITION OF ONE.

AN AUSTRALIAN'S DARING PLAN.

With nothing but a knapsack, a sense of wanderlust, and an inclination to rescue one of his more unfortunate nationals, and friends, Mr. A. G. Macallister, of Sydney, Australia, has made preparations to start to-day for the wilds of Honan in an effort to rescue Mr. Basil Riley, who has now been reported missing for about three weeks, says the North China Daily News.

All unaware, Mr. Macallister, a hero of the World War, came to China about a fortnight ago.

Shortly after arriving here he picked up a newspaper and saw that Mr. Riley, the correspondent for the Times had been missing in Honan and, thinking back over his days in Sydney, he remembered that it was that youth's father and mother whom he had known a few years before. Here was a chance for him possibly to do a good turn for an old acquaintance and, at the same time, provide himself with an added amount of excitement.

So, for the past two weeks Mr. Macallister has been inquiring into every possible source in order to find out the topography and general lie of the country in which the young journalist could be found. Mr. Macallister's Plans.

Mr. Macallister, who is both wanderer, journalist, and capitalist, will start off for Nanking, where he will spend a few days in trying to get direct information as to what course to pursue in locating Mr. Riley. From that place he will go to Hankow, where more investigation will take place.

At Hankow Mr. Macallister proposes to board a train on the Peking-Hankow Railway and go to Chengchow, in the north-eastern part of Honan and there pick up the necessary equipment for a two-months' trip into the heart of China—where he will find a trace of the journalist or know the reason why.

CONFESSION OF FAILURE.

THE RED CAMPAIGN IN CHINA.

PLANS FOR THE FUTURE.

According to the Riga correspondent of The Times, the Ikki, or Executive Committee, of the Communist International has come to the conclusion that this year's Communist efforts in China have met with total defeat, and has addressed instruction to all members of the Chinese Communist Party, directing them immediately to leave the Hankow Government and cease all forms of co-operation. They are to remain members of the Kuomintang as long as possible, criticising the leaders and recruiting adherents to Communism, stirring up the peasantry, supplying them with arms, and forming secret fighting detachments. They are to publish a declaration against the Hankow Government demanding that it shall be punished severely for its unrevolutionary attitude, and to redouble the agitation among the town workers.

The statement reviews the whole recent policy of the Communist International in China, drawing the conclusion that the policy was correct in all essential details, but the local Chinese leaders proved incapable and timid and the generals and other military officers (whose ultimate "treachery" was regarded as inevitable) openly sided at an inconveniently early moment. Nevertheless, it says, the situation has shown signs of increased class hatred, and final victory is certain. Above all, it is urged, attention must be concentrated on mobilising China's hundreds of millions of peasants and on accomplishing the agrarian revolution as the next step towards the Communist revolution.

Soviet newspapers announced on July 30th that the Communist Party of South China has decided to "go underground," as its open and lawful existence since the betrayal of the cause by the Hankow Government has become impossible. A special illegal "Bureau of the Communist Party" has already been organised, and the Communists have all left the Hankow Government. The Secretary of the Chinese Communist Party, Cheng Tu Shun, and a former Minister of Agriculture, Tan Ping Hsiang, have decided to go to Moscow.

THE SILVER EMBARGO.

BRITISH NAVY EARNS A LITTLE MONEY.

QUESTIONS IN PARLIAMENT.

Mr. Viant having asked the First Lord of the Admiralty whether foreign banks in Shanghai had recently shipped bullion to Tientsin in British destroyers, and whether this action was taken with the approval of His Majesty's Government.

Mr. LOCKER LAMPSON, replied: In the early part of July the Nanking authorities issued instructions that no movement of treasure was to be effected without a permit issued by their Ministry of Finance. Two British banks at Shanghai were, on July 11th and 12th respectively, refused permits to ship silver bullion to Tientsin on the ground of the embargo.

The free importation and exportation of silver bullion is provided for in the treaties; the illegal prohibition of exportation to Tientsin involved the danger of a serious financial crisis at that port, with disastrous results to British interests.

His Majesty's Minister accordingly consulted with the Commander-in-Chief, who issued instructions for the transport of the silver by His Majesty's ships.

His Majesty's Minister reports that Tls. 3,000,000 was accordingly shipped from Shanghai for Weihaiwei in the destroyer fleetilla for the two banks on July 20th, and that at the same time, at the request of the Japanese Minister, Tls. 600,000 was shipped for the Yokohama Specie Bank.

Col. HEADLAM, Financial Secretary to the Admiralty, replying to Commander Kenworthy (Sec. Central Hull), said payment would be made to the British Navy for the service rendered in shipping silver from Shanghai in warships. The payment to be made was laid down in the King's Regulations.

Replying to a further question on the subject by Mr. G. G. Jones (Lib., South Hackney), Col. HEADLAM said he could assure the hon. gentleman that they hoped to make a little money on the transaction. In any case, the commander-in-chief on the spot was quite capable of dealing with the matter.

IRON FOR THATCH.

CHANGING THE DEVONSHIRE COUNTRYSIDE.

Devonshire, famed for its narrow, winding, and beautiful lanes, is fast being transformed into a county of corrugated iron.

Visitors complain that the joy of discovering, on rounding a corner, an old thatched cottage, nestling in a corner of a field, is becoming a thing of the past. Gone is the thatch, its place being taken by corrugated iron, which is also used to patch the old red-stone walls.

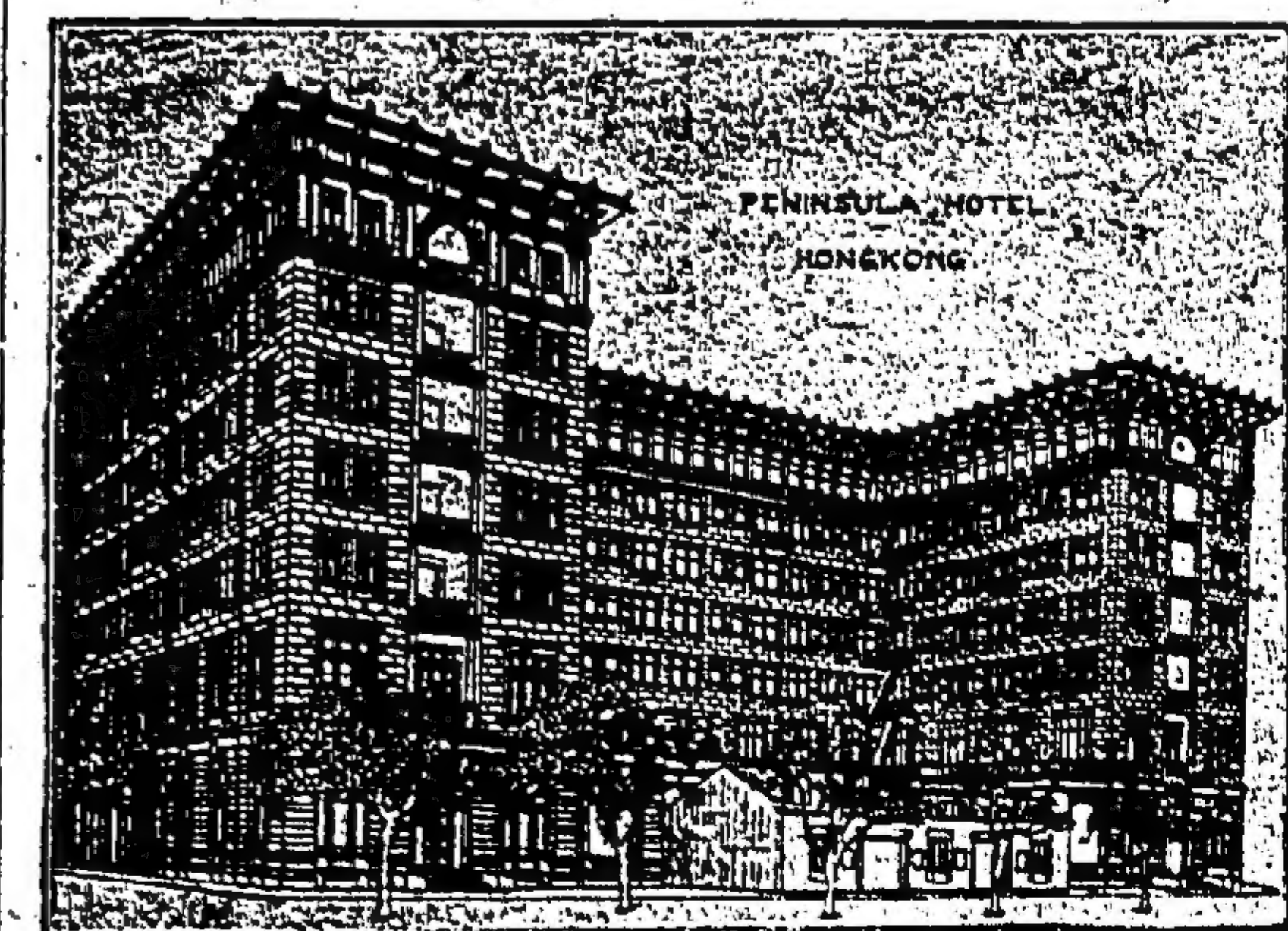
Chicken houses and garages of queer shapes erected on every side fail to harmonise with the surrounding country.

In the Otterhampton district within a distance of one mile on a main road are nine corrugated iron roofs. In the side roads ugly bungalows are springing up.

The occupant of a 300-years-old thatched cottage near Crediton, who thinks of moving after having been there for 40 years—owing to the threat of a new road, said:

In the last few years Devonshire has changed fast. The growth of motoring and the failure of agriculture are the causes. Motorists must have their roads and their garages.

The farmers cannot afford to patch walls with stone or to re-thatch a roof. Many of them add to their incomes by selling petrol to the motorist who wanders off the main road, hence these ugly garages.



FOUNDATIONS ON FRANKI CONCRETE PILES.

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HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.

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(5223)

NANKING GOVERNMENT ON THE PRESENT STATE OF AFFAIRS.

NO LONGER ANY REASON WHY THEY SHOULD NOT JOIN WITH HANKOW.

HANKOWITES EN ROUTE TO NANKING.

CHINESE CRUISER ESCORTING THEM FROM KIUKIANG.

SHANGHAI KUOMINTANG MEMBERS UNFAVOURABLE TO MR. WANG CHING WEI.

Kuomintang meetings have been held at Shanghai, Nanking, Kiukiang and elsewhere for the purpose of considering the state of affairs that has arisen in consequence of recent developments. While there seems to be a consensus of opinion that the circumstances permit of practically no alternative than to effect unity between Nanking and Hankow, the feeling engendered is, in some cases, decidedly lukewarm. Mr. Wang Ching Wei, probably the most outstanding of the Hankowites, was denounced at Nanking, where a mass meeting called upon him to be relieved of the Chairmanship of the Central Executive Committee.

The Nanking Government (or what remains of it) in a circular telegram issued on the 21st instant, seem reconciled to united action with their quondam Communistic colleagues. They naively point out that as the Hankow members of the Kuomintang have rejected Communism there is nothing now to prevent unity. The pious hope was expressed that "the rank and file of the Hankow and Nanking armies would co-operate to achieve the national revolution."

Marshal Feng, who appears to find it necessary to emphasise to the Nanking authorities that his troops are fighting for them, appeals for financial assistance for his army.

NANKING GOVERNMENT'S "LATEST POLICY."

(Wah Tsz Yat Pao.)

SHANGHAI, August 23rd. The Military Commission in Nanking ordered the cruiser, *Kaitchen*, to proceed to Kiukiang to escort them to Nanking.

The Nanking Government issued a circular telegram on the 21st inst., declaring its latest policy. It mentioned, *inter alia*, that Messrs. Chiang Kai Shek, Wu Chi Fei, Hu Han Min, Chai Yuan Pui and Chang Ching Kiang, etc., were the chief supporters of the Kuomintang Government and therefore the responsibilities of the Government and the revolution were heavy. Seeing that it was impossible to let them resign their offices, the Nationalist Government (Nanking) had decided to send a delegation to request them to resume their offices. Formerly, owing to the split of opinion with the Communists, the Nationalist Government had divided into factions—Nanking and Hankow. But the Hankow Government got rid of the Communists too, and, therefore, the sole difference had been removed between these two governments. There was now no reason why the reunion of Nanking and Hankow was impossible. Recently, an order had been issued by the Central Executive Committee empowering the Military Commission to carry on the Northern Expedition. It was hoped that the rank and file of the Hankow and Nanking armies would co-operate to achieve the national revolution.

[BRITISH WIRELESS SERVICE.] Guiding British Property at Nanking.

RUGBY, August 22nd.

The latest news of Yangtze hostilities is that the Southern troops continue to be evacuated down the railway to Shanghai, from Chinkiang, although General Sun Chuan Fang's troops had not yesterday reached the river bank there.

At Nanking, the military objectives only are being shelled, but rifle and machine-gun fire from Pukow continues.

Merchant vessels in the river have been fired on from the banks, and convoys have in consequence been re-started. Firing directed against one British vessel below Nanking to-day was silenced by H.M.S. *Woodlark*.

After having landed a party of marines as a precautionary measure to ensure the safety of valuable British property at Nanking, the cruiser *Hawkins* with Admiral Tyrwhitt aboard, proceeded up river to Wuhu yesterday.

10,000 TROOPS HELD UP.

WHEN BRITISH CUT SOOCHOW LINE.

MILITARY TRAINS IN SIDINGS.

SHANGHAI, August 19th.

Between five and eight trainloads of Southern troops were stationed at different points along the Shanghai-Nanking Railway between Shanghai and Soochow for the greater part of yesterday. A rough estimate placed the number of troops contained in all trains at 10,000, who were retreating before the threatened advance of the Northerners upon Nanking.

On account of the action of the British Military authorities in cutting the Shanghai-Hangchow Railway at Jessfield level crossing as a reprisal for the seizure and detention by the Chinese military authorities of the wings of a plane of the Royal Air Force which was forced to descend in Chinese territory owing to engine trouble, these troop trains were unable to proceed to their destination at Lunghwa, Shanghai South Railway Station and, it is believed, Hangchow itself.

No Outward Incidents.

The troops were reported while en route to Shanghai to be "out of control." So far nothing untoward has happened to hear of this report. The various trains are scattered along the Nanking line separated by distances of several miles, occupying sidings in order that regular passenger traffic on this line might not be interrupted.

Until now there has been little interference with the regular traffic on this line. The usual number of passenger trains were despatched from the Shanghai North Railway Station during yesterday. These were four in number, and although no information had come through by late evening yesterday as to their arrival at Nanking, it was confidently believed by the railway officials that they would experience no trouble in reaching their destination.

Of the down trains, the first was due to arrive in Shanghai from Nanking shortly after 1 p.m. This did not arrive on time but eventually came into the station with a full load of passengers and baggage. It was noted that Chinese continued to purchase tickets for Nanking during the day in spite of the alarming reports emanating from that centre. The railway officials declare that they will continue to maintain a regular schedule as long as possible. Naturally, with so many trainloads of the troops along the line there must be some delay. Should the Southerners commence to fall back upon Shanghai in real earnest, it is then expected that passenger trains will cease to run as they are now doing and that all traffic will consist of military trains.

Hangchow Line.

Traffic on the Shanghai-Hangchow line was actually suspended on account of the track being torn up by the British military in connection with the above-mentioned aeroplane incident. This, however, can be replaced at short notice as soon as the present negotiations between the Chinese and British authorities are concluded.

Only a few of those Southern troops who came down the line from Soochow found their way to the Shanghai North Railway Station yesterday and these occupied a platform in small groups at the northern end of the compound and lounged about in the customary manner—sleeping, cooking, and otherwise behaving themselves like rational human beings, save for their refusal to abandon their arms and plentiful supplies of ammunition.

Barricades Prepared.

Portions of the Madras Sappers attached to the Jhansi Brigade busied themselves strengthening the barbed-wire barricades along North Chekiang Road close to the entrance to Boundary Road. Portions of these defences had fallen into decay since their first erection and necessitated new uprisings and wire. A squad of these Indians set to work with pick and shovel at that point where the entanglements on the west side of the road abruptly cease and take up a new position on the east side of the road. The post is one of the vital points of entry into the International Settlement and was one which received the attentions of determined wire-cutters last spring despite the maintenance of a continuous patrol of the Green Howards and the Devons.

The West Hongkong police have carried out the orders received from headquarters and closed the big double gates at the entrance to the North Station compound almost directly opposite Elgin Road and vehicle traffic now has to make the journey as far as North Homan and Paoan Road junction in order to enter the compound.

Apart from these signs of preparedness there is little in this usually dangerous vicinity to justify alarm.

AMERICAN PLANE CRASHES AT TIENTSIN.

ENGINE TROUBLE AT 2,000 FEET.

PILOT CLEARS SAFELY WITH PARACHUTE.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, August 23rd.

The American plane *Hainbo* from Tientsin on Saturday, crashed at a height of 2,000 feet as the result of engine trouble.

The pilot jumped clear with the parachute and was not harmed. The machine was completely wrecked, the engine being buried 14 feet under the ground.

ANTI-RELIGIOUS WRITINGS.

INDIAN GOVERNMENT'S ACTION.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 22nd.

As a sequel to the Ranglirasul case, in which Mohammedans have been stirring up to anti-Hindu feeling, the Government of India, "in view of the deplorable prevalence of malicious writings intended to insult the religion and outrage the religious feelings of others," has decided to introduce in the Assembly a Bill to include such offences in the Indian Penal Code, and similarly to amend the Code of Criminal Procedure.

GENERAL CHIANG AT NINGPO.

TO INSPECT A NEW ROAD.

CITY FAIRLY PEACEFUL.

NINGPO, August 15th.

General Chiang Kai Shek arrived in Ningpo on the *s.s. Hsin Kiang* yesterday, and proposes to stay about a week at Feng Hwa looking over the project of the new military road which is being built to Kong Koo from here. There is a report here that his wife has gone to America, taking with her two million gold dollars for deposit.

Ningpo is exceedingly quiet. The local government seems to be doing well and keeping order but there are no changes in the situation so far as restoration of seized properties is concerned. Also there is a decided reticence on the part of even ordinary citizens to discuss the political situation either pro or con for fear of being accused of being communistic. Anti-communistic activities have been a bit overdone and have trespassed on the rightful domain of that time-honoured institution known as "squeezing." If you have money which some official is badly in need of, then you are a Communist until you are able to prove by a generous contribution to "the cause" that you are still loyal.

A military road is being built to Kong Koo from Ningpo where the river is to be bridged and the road will divide, one road running to Da Chiao, passing through Feng Hwa which is Chiang Kai Shek's native place, and the other turning off to Chi Koo. The stone for this road is being taken from the Ningpo city wall near North Gate for the Ningpo wall for the other end. The new road is to leave Ningpo at North Gate and they expect to have it in operation by next year.

A "Regular" Bus Service.

There is to be a regular bus service operated as in other regions. The project will cost \$750,000 and the money has been raised as a loan from the Chamber of Commerce and wealthy individuals here in Ningpo. The Government promises to repay the loan at the rate of \$10,000 a month. The head of the Salt Revenue is said to be sponsoring the project.

Cholera.

There have been ten cases of cholera in the cholera hospital thus far and there is evidence which makes one think that the epidemic is on though it is late. Four cases have died but they were in moribund and the peripheral circulation too weak to take the saline injections of any value. The cases we have seen have been of a particularly toxic type, even from the start. Till to-day we had hoped the city would entirely escape an epidemic but it is more than we had a right to expect.

The weather is fine and clear and there has been sufficient rain to make things decidedly cool and comfortable, especially at night. Tides have been unusually high in the river, the past three or four days.

THE SEVENOAKS DISASTER.

HOW THE ACCIDENT HAPPENED TO THE FOKKER MACHINE.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 22nd.

An accident to a Dutch liner near Sevenoaks, in Kent as reported briefly this morning, resulted in the death of a mechanic, Broen Klaus, and injuries to the pilot, Vandyk, and seven of the nine passengers.

Of the latter, five are Dutch and two belong to London. The injuries were only slight, and after treatment at hospital all were able to return to London.

The aeroplane, which was a Fokker machine, belonging to the Royal Dutch Air Line, was on its way from Croydon to Amsterdam, and was flying at a height of 1,000 feet in a strong wind. Without warning, the tail of the machine trembled, and the machine began to dive. The pilot, managed to keep her nose up until the rudder came off, when the aeroplane crashed, nose first, between two trees. These somewhat broke the fall.

The petrol tank burst into flames, which did not, however, reach the fabric of the machine.

All the passengers consider themselves fortunate to have escaped with their lives, and paid a tribute to the pilot for his handling of the machine.

"CHARLIE" CHAPLIN DIVORCED.

LARGE SUM IN SETTLEMENT.

[REUTER'S AMERICAN SERVICE.]

LOS ANGELES, August 22nd.

Mrs. Chaplin (Lita Grey) has been granted a decree of divorce from her husband Charlie Chaplin. Her attorney stated that an agreement with regard to the division of their property had been reached out of court, but no details are available.

A settlement gives Mrs. Chaplin \$325,000, and the custody of the children.

It provides for the creation of a \$200,000 trust fund for the two children, the interest to be paid to Mrs. Chaplin for their support and education.

The principal fund will go to the children when the younger reaches the age of 35.

BYRD'S SOUTH POLE EXPEDITION.

RECRUITING MEN IN NORWAY.

[THROUGH REUTER'S AGENCY.]

OSLO, August 22nd.

Balchen, who accompanied Commander Byrd on his trans-Atlantic flight, is now here preparing for Byrd's expedition to the South Pole.

Balchen was formerly in the Norwegian navy, and is now a naturalised American. He has engaged Lieutenant Omdal, a participant in Amundsen's North Polar flight from Spitzbergen and the airship *Norge* flight, and is also trying to engage the Polar explorer Captain Nisting, for the voyage.

AMERICAN COTTON.

LANCASHIRE UNEASY OVER SHORTAGE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 22nd.

There is uneasiness in Lancashire over the succession of pessimistic cables concerning the American cotton crop.

The report by the United States Department of Agriculture of the increasing boll-worm damage has resulted in an advance by a farthing a pound on cotton on the Manchester exchange, and cotton is now in the region of eleven pence a pound, compared with seven pence a few weeks ago. The market anticipates a rise to a shilling.

Private reports from a Manchester expert travelling in the cotton belt, state that the opinion in New Orleans suggests that the next Washington Bureau bulletin will even show a decline of 250,000 bales on the previous estimate, whose smallness caused a sensation.

SACCO AND VANZETTI EXECUTED.

END OF A SEVEN-YEARS' CASE OF WORLDWIDE INTEREST.

COMMUNISTS RESENTFUL IN VARIOUS PARTS OF THE WORLD.

FAREWELL SPEECHES OF THE CONDEMNED.

[REUTER'S AMERICAN SERVICE.]

BOSTON, August 22nd.

On the eve of the execution of Sacco and Vanzetti, their counsel are still desperately attempting to obtain a respite.

Sacco and Vanzetti themselves are in fair spirits. They have remained obdurate as regards their religion. Father Murphy visited them this morning and urged them to prepare for eternity, but both refused, saying they preferred to die as they had lived, "outside the pale."

Executed.

Boston, August 23rd.

Sacco, Vanzetti and Madeiros were executed shortly after midnight.

The men were warned at 10.40 p.m. that they must die. "We must bow to the inevitable," said Vanzetti, pacing his cell.

Madeiros, who had been convicted of another murder and hitherto respite because he was a witness in the Sacco-Vanzetti case, was asleep and indifferent.

Sacco begged his warden to post a letter to his father in Italy.

Prior To The Executions.

The police and State troopers, armed with the machine-guns, automatic rifles, and tear-gas bombs early in the evening drew an "iron cordon" of a three-mile radius around the prison, every street leading to which was blocked.

The only reporter present in the death house during the execution was a representative of the Associated Press, who reports that the executions were carried out without a hitch, while there was no disturbance outside the prison.

Valdettory Speeches.

The three were executed individually. Firstly Madeiros, stolid and silent, then Sacco, who shouted in Italian, as he sat in the chair, "Long live anarchy," continuing in English: "Farewell my wife and child and all my friends."

On the straps being adjusted he said: "Good evening, gentlemen. Farewell mother."

REPORTS OF SOVIET SAILORS' MUTINIES.

ONE UNFOUNDED.

[THROUGH REUTER'S AGENCY.]

BUKHAREST, August 22nd.

It now appears that reports that the Russian sailors on the French (ex-Russian) steamer *Dreyfus* had mutinied, were unfounded.

The vessel is reported to have arrived at Constantinople.

[A Bukharest message of August 20th stated:]

The newspapers publish reports of a mutiny of Soviet sailors on the Egyptian steamer *Costi*, which left Sullina for Alexandria on the 8th inst.

It appears that the *Costi* was originally a Russian vessel, retained by General Wrangel and eventually sold.

On the voyage from Sullina some of the Russian members of the crew killed two of the ship's officers and severely wounded the captain. They took the vessel to Odessa, where the Soviet flag was hoisted.

The papers also state that it is feared the French ship *Dreyfus*, of Russian origin, with a partly Russian crew, has disappeared.

Hardly had Sacco's body been placed beside that of Madeiros behind the screen, when Vanzetti entered. He shook hands with the warders. As he sat in the chair he began a speech protesting his innocence. His last words, before the cap was slipped on, were: "I wish to forgive some people for what they are doing to me."

Hyde Park Demonstrators.

LONDON, August 23rd.

Demonstrators from Hyde Park, marching to the American Embassy yesterday evening, were dispersed by the police outside Buckingham Palace. The Embassy was guarded all night long.

American Property Destroyed at Geneva.

GENEVA, August 23rd.

Police charged and dispersed demonstrators outside the American Consulate. The demonstrators smashed the windows of the American bar at the Cinema where an American film was being shown, and also those of some American business premises. The fire brigade used the hose to disperse the mob from attacking the police station.

In the course of the demonstrations a shot was fired and a man killed. The crowd smashed the windows of the League of Nations, doing great damage.

Sweden, Brazil, Argentina and France.

Stockholm, August 23rd.

The police charged and scattered demonstrators at Gothenburg and Stockholm.

Rio de Janeiro, August 23rd.

There were no anti-American demonstrations despite numerous meetings of protest.

Buenos Aires, August 23rd.

The crowd stoned the American commercial houses and the police had to be reinforced to break up the demonstrators.

Paris, August 23rd.

Twenty-five Communists attacked a police post at St. Nazaire. A shot was exchanged and four persons arrested.

THE IRISH DAIL.

LABOURITES NOT TO SUPPORT DE VALERA.

[THROUGH REUTER'S AGENCY.]

LONDON, August 22nd.

Mr. Johnson, the leader of the Labour Party in the Irish Free State Dail, has announced that the Labourites have decided not to support Mr. De Valera "if he be nominated President, because that would nullify the Labourites' attempt to bridge the gulf dividing the nation."

ALIEN VISITORS TO BRITAIN.

HALF OF THEM AMERICANS.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 22nd.

According to a White Paper, of 112,781 aliens who landed in Great Britain between March 31st and June 30th, a total of 53,369 were citizens of the United States, 22,500 were French and 17,870 were German.

"WHIPPETS"

First Four Shipments Sold Out.

Next due "EMPRESS OF ASIA"
AUGUST 29th.

LET us give you a demonstration Now.
100,000 have been sold
in America in One Year.
DRIVE THE CAR and appreciate
the reason.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, AUGUST 24th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Notes from Great Britain—The Luxury Coach—My Car, Jane, and I—Fiat Successes—Popularity of the "Whippet"—
5,000 Miles in 5,000 Minutes—Giant London Omnibus.

Still more testimony
about

DUNLOP GIANT PNEUMATIC TYRES

Satisfied users continue to write us regarding the outstanding
performance of Dunlop Giant Pneumatic tyres.

15th May, 1927.

Dear Sirs,

We think you will be interested in our experience with a set of
seven 36 x 6 S/S Dunlop Tyres put into service on a new 24-seater
Albion Bus twelve months ago. The total mileage up to last
night covered by the vehicle was 53,116. Of the original seven
tyres, three are still in use, although they have not all been
running the whole of the time.

The average distance covered is over 40,000 miles per cover; and,
as three of the covers are still running, we are expecting an average
mileage of between 44,000 and 45,000 miles per cover.

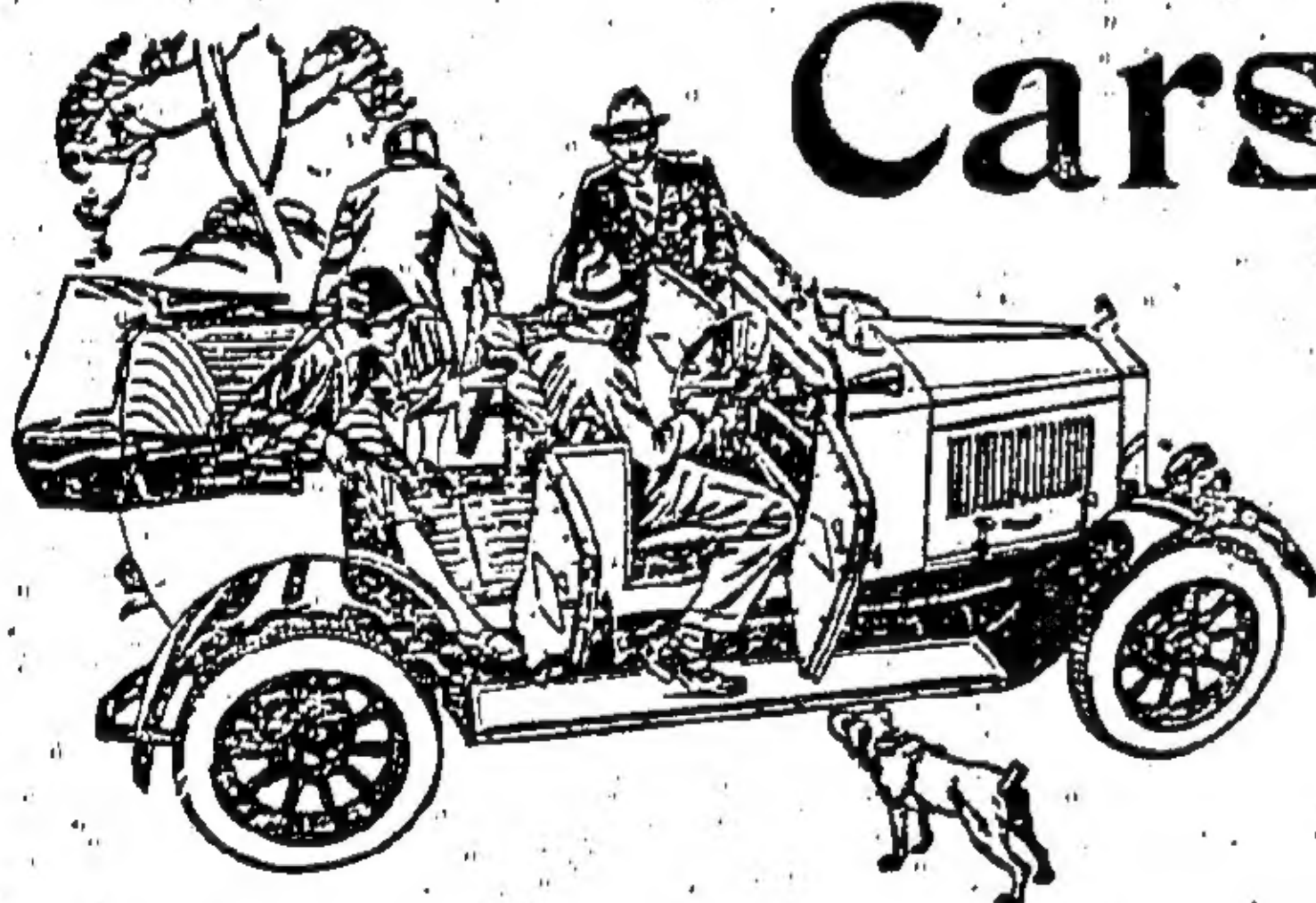
These results are very similar to our experience with your tyres
on other buses.

Yours faithfully,
For THE LEICESTER & DISTRICT BUS COMPANY,
(Signed) F. H. GERRARD.

DUNLOP RUBBER COMPANY, LIMITED,
PORT DUNLOP, BIRMINGHAM.

HONG KONG BRANCH:
16A, DES VOGES ROAD CENTRAL. TELEPHONE: C. 4554.
(A.P.B.)

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REDUCED PRICES, BETTER VALUE.

MORRIS-COWLEY 11.9 H.P.

4' TRACK 8" WHEELBASE:
ROADSTER 2 Seater DICKY 220 210
TOURING (4 DOOR) 4 Seater 245 230
COUPE 2 Seater 182 220
SALOON 4 Seater 195 235

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4' TRACK 8'10" WHEELBASE:
ROADSTER 2 1/2 Seater DICKY 220 220
TOURING 4 1/2 Seater 245 270
COUPE 2 1/2 Seater 245 290
SALOON 4 1/2 Seater 265 310
CABRIOLET 4 1/2 Seater 295 340
LANDAULETTE 4 1/2 Seater 325 370

MORRIS-OXFORD 15.9 H.P.

4'8" TRACK 8'10" WHEELBASE:
TOURING 5 Seater 2260 2295
SALOON 5 Seater 238 335

MORRIS-OXFORD 15.9 H.P.

4'8" TRACK 8'6" WHEELBASE:
TOURING 5 Seater 2325 2365
SALOON 5 Seater 278 435

(All prices include FOUR WHEEL BRAKES
(and full equipment))

BEFORE YOU PURCHASE ANY CAR INVESTIGATE
THE DEALER'S SERVICE AND INSPECT STOCKS OF
PARTS. CARRIED—COMPARE MORRIS VALUES AND
ASK US FOR A DEMONSTRATION.

THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

CAR SALES SERVICE
COACHES PARTS
Phone C. 4769 Phone C. 4802

NOTES FROM GREAT BRITAIN.

[FROM A LONDON CORRESPONDENT.]

H.R.H. the Prince of Wales, has
consented to act as President of the
World Motor Transport Congress
which will be held in London this
autumn, adding yet another impor-
tant event to an already crowded
season. This year's series of Ex-
hibitions will be particularly com-
plete. The Motor Show will be
open from October 13th to October
22nd. Next in order is the Cycle
and Motor Cycle Exhibition which
will occupy Olympia from October
31st to November 5th. Finally we
have the Commercial Motor Trans-
port Exhibition from November 17th
to November 20th. The World
Motor Transport Congress is timed
to take place just before the last
named event.

The meetings will be held on
November 14th, 15th and 16th, and
the subjects to be discussed are of
the highest importance. They
include discussions on road construc-
tion and improvement in relation
to the development of motor trans-
port; motor transport as an instru-
ment of development of world re-
sources; the necessity for co-ope-
ration between road and rail trans-
port; possible improvements in
facilities for international travel by
road; fuels and fuel supplies; and
the development of motor vehicles
suitable for service on bad roads
and for cross country use. The
Congress, though not organised by
the Government, may be regarded
as at least a semi-official event,
since it is already definitely known
that the Imperial Government and
the Governments of the Overseas
Dominions will be well-represented
at it, and there is every reason to
anticipate that foreign countries will
prove equally interested.

Visitors from Overseas to the Ex-
hibitions or Congress may note,
with advantage, that the Auto-
mobile Association has established an
office at 11, The Avenue, Southamp-
ton, where motorists landing at that
port can obtain all the information
they require. As regards registra-
tion, the Automobile Association
announces that motorists may now
proceed to the nearest registration
authority before complying with the
requirements of the British law.
Thus, those landing at Folkestone
or Dover can drive on to Canter-
bury or Maidstone before going
through the necessary formalities;
Southampton has its own registra-
tion office; and those landing at
Newhaven will find an office in
Lewes.

British Motor Cycle Success.

The important successes achieved
by British motor cycles both at
home and abroad are so numerous
that it is quite impossible to keep
pace with them. At the opening
event of the Brooklands season this
year, Mr. Herbert Le Vack put up a
remarkable performance in the three-
lap Search Race. This he won at
an average speed of nearly 95 miles
an hour on a 498 c.c. New Hudson.
During the race he actually com-
pleted one lap at the rate of a little
over 100 miles an hour, a feat only
once before achieved by a 500 c.c.
machine.

Overseas Achievements.

British motor cycle successes have
been equally significant outside
Great Britain. Thus, for the fourth
year in succession, the B.S.A. team
of motor cycles won the team prize
in the Paris to Nice trial; only three
of these machines were entered, and
all three went through without
losing a mark, though the course
had been stiffened to such an ex-
tent that only about two-thirds of
the competitors finished at all. Of
the foreign machines in this trial,
The Motor Cycle points out that
the most successful were those fitted
with British engines. These were
of the Villiers two-stroke type; four
of them being tiny little units of
no more than 172 c.c. capacity—
nevertheless, all won gold medals
and cups.

Twenty-four Year Old Engine.

Messrs. John I. Thornycroft &
Co. recently had an enquiry for
spares in respect of an engine
which, when its number had been
traced, was found to have been
built in 1903. On investigation it
was discovered that this engine,
after 23 years' service in a lorry,
has now been installed for driving
a saw. Incidentally it is worth
noting that the spare parts required
for it were in stock and, therefore,
could be supplied immediately.

(Continued on next column.)

THE LUXURY COACH.

As a direct result of the great
increase in long-distance travel by
coach and the institution of regular
coach services between towns and
cities often widely separated, the
need has shown itself for comfort
analogous to that provided by the
railway, and with the most modern
types of coach this comfort has
been equalled if not surpassed.

The advances in this direction
have proved themselves to be
greater this season than ever be-
fore, and there are now in regular
service many really striking vehi-
cles. Among them, for example, is
a coach in which every passenger is
provided with a telephone earpiece,
and the microphone through which
the courier speaks is used in con-
junction with a two-valve amplifier.
Other vehicles have been equipped
with travelling buffets from which
cocktails, etc., can be served, and
recently, say The Commercial
Motor, we have seen a most luxuri-
ous example which embodies a
complete kitchen for the serving of
light meals, tea, etc. It has numer-
ous cupboards and cabinets for
holding spirits and liquors, and
sets of china and glassware suffi-
cient to meet the needs of the 20
occupants. This same vehicle is
also provided with a hygienic lava-
tory complete with folding wash-
stand similar to those employed in
the cabins of ships. Incidentally,
the kitchen attendant or steward is
in communication with the driver
by means of a special signalling
device.

FIAT SUCCESSES.

In speed trials held recently at
Lisbon, over a distance of one kilo-
metre, standing start, a sports type
8 h.p. Fiat (model 508-S) was not
only an easy winner in the 1,100 cc.
class, but beat all the cars in the
1,500 cc. division, as well as four
in the 2,000 cc. class, two in the
3,000 cc. class, and one in the 5,000
cc. class for cars of more than 5,000 cc.
The 8 h.p. Fiat has a piston dis-
placement of 900 cc.
A four-year-old Fiat 501-S won
first place in the 1,500 cc. sports
class, while a Fiat 501-SS captured
the Goodyear Cup.

5,000 MILES IN 5,000 MINUTES.

A FEW STATISTICS.

Probably few of the motorists who
like to "step on it" and watch the
speedometer needle swing around to
six or seventy miles an hour ever
realize what terrific ordeal is im-
posed upon the motor of their cars
by such speed. If they did, they
would have a lot more respect for
the stamina of an automobile power
plant.

Just recently a Studebaker Com-
mander did a history-making run of
5,000 miles in less than 5,000
minutes. The only sound which
reached the spectators was a sub-
dued "whish" of the exhaust, but
inside the motor a veritable fuel-
fire of red-hot explosions was being
fired—1,100 explosions to the minute
in each of the six cylinders; a total
of more than 33,000,000 explosions
for the trip. When the car had
completed 5,000 miles, each piston
had been forced up and down a
total distance of 1,750 miles—more
than 10,000 miles for the six—each
piston making 11,000,000 strokes at
such a rapid speed that the eye
would have been unable to follow
them, even had they been visible.
Each of the wheels rotated approxi-
mately 3,000,000 times.

Selfridge's Delivery Fleet.

One of the biggest fleets of de-
livery vans in London is that
operated by Messrs. Selfridge, who
conduct deliveries by car over an
area of fourteen hundred square
miles. For quite short distance
work horse vans are used; next
comes a limited area in which elec-
trically propelled vehicles are em-
ployed, and finally some 65 petrol
vehicles operate the main services.
Of these, 24 are Star vans; and I
understand that Messrs. Selfridge
intend, in future, to concentrate on
this make, owing to the admirable
results given up-to-date. For in-
stance, one van, purchased in
November, 1924, has now run about
25,000 miles without a single in-
voluntary stop, and without any
kind of repair except the relining
of a brake, necessitated by reason
of the incessant halts involved in
delivery work.

"WHIPPET"

6 Cylinder 4 Door Sedan.

Speed—Power—Comfort:

Beautiful Low Swung Body.
Astonishingly Low Price.

Next Shipment due AUGUST 29th.

LET us give you a demonstration Now.
A trial run will convince you.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

Humber

3.49 H.P., O.H.V.

WE have just received a
shipment of these famous

SPORTS
MOTOR CYCLES
AND SIDECARS

THESE SNAPPY MACHINES
ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL
AND SEE THEM EARLY.

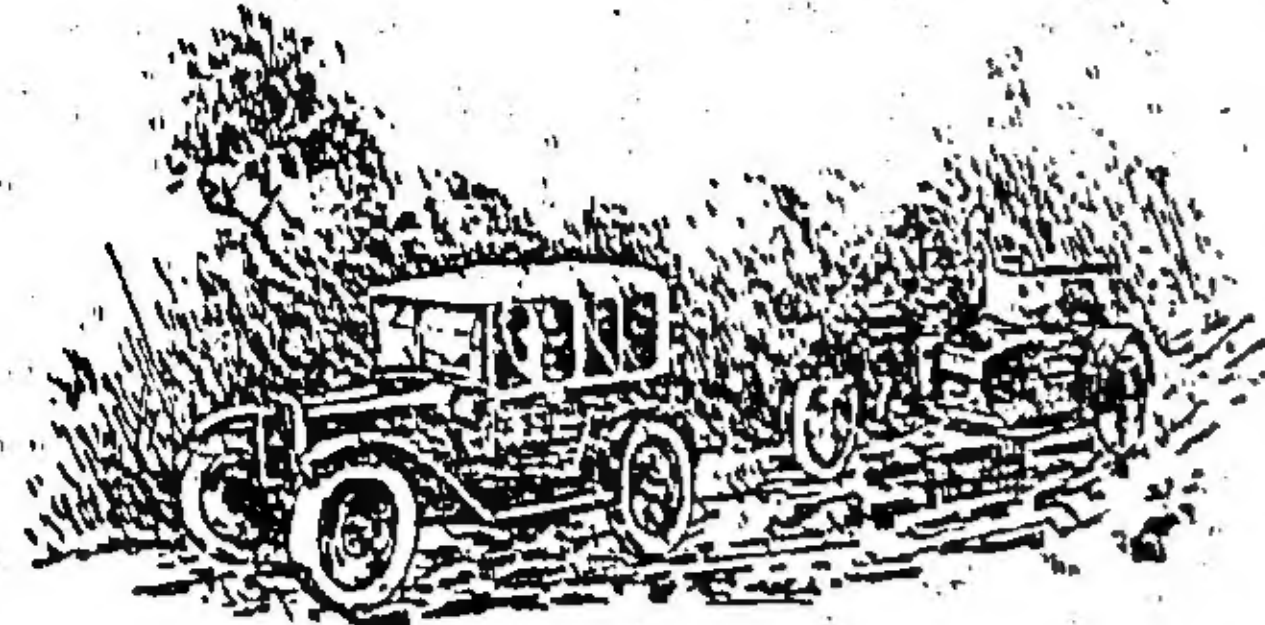
Lane, Crawford, Ltd.
SOLE AGENTS.



"Cents for oil or
dollars for repairs"

SOCONY MOTOR OIL

FOR DIFFERENTIALS USE SOCONY GEAR OIL
STANDARD OIL COMPANY OF NEW YORK



IN ALL WEATHERS
the Professional Man
has to be got.

Austin

CARS,

from the "7" to the "20"
are pre-eminently suitable for him.

Easy and economical to drive,
to maintain and to garage.

Full particulars of all models from
the Sole Agents:

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 1a, Chater Road.
Telephones: C. 27 and C. 2487.

FAMOUS NAME DIS- HONoured.

SENTENCE ON A JOSEPH
CONRAD'S SON.

"This man has brought dis-
honour on a great father—one of
the most lovable men who ever
lived, and his mother is left to bear
the shame," said Mr. Roland
Oliver, K.C., at the Old Bailey in
appealing for leniency for Alfred
Boris Conrad, aged 29, elder son
of the late Mr. Joseph Conrad, the
novelist, who pleaded guilty to con-
verting to his own use £1,100 en-
trusted to him for the purchase of
manuscripts of his father's works.
Sentence of twelve months in the
second division was passed.

Mr. Eustace Fulton, for the
prosecution, said the money Con-
rad obtained from Mrs. Bevan to
buy manuscripts of his father's
works was used to pay off debts.
He was made bankrupt soon after-
wards, with liabilities of £7,600.

Blown Up In France.

Detective-Inspector "Humphreys"
said that Conrad did well in the
Army during the war. He inher-
ited £500 a year under his father's
will, being one-fifth of the income
allowed under the will. On the
death of his mother, who was now
84, he and his brother would, in-
herit the whole estate.

Mr. Richard Curle, an intimate
friend of the author and one of
his executors, said that after young
Conrad had been blown up by a
shell in the war he noticed a great
mental change in him. Mr. Con-
rad's estate had become very val-
uable, partly through the film rights
but mainly because of the royalties.
Mr. Oliver, for the defence, said
that Mr. Joseph Conrad had his
son trained to be a sailor, as he
himself had been. It was a matter
of great grief to him that his son's
eyesight prevented him from going
to sea.

An Aggravation.

The Recorder, passing sentence,
said: "I cannot take into con-
sideration the sorrow that must
fall upon your mother and upon
your wife and child. I am sorry
also that I cannot take into con-
sideration the dishonour to your
father's name, for if I did I should
regard it as an aggravating cir-
cumstance that the name of a man
who has adorned our English
literature should be dishonoured by
his son."

"By your own admission you
have been guilty of a heartless
fraud and have swindled your best
friend. You have defrauded a
people who could ill afford to part
with their money."

GIANT LONDON OMNIBUS.

6 WHEELS AND 104
PASSENGERS.

A giant omnibus—stated to be
the largest in the world—attracted
much attention when it arrived at
Scotland Yard to undergo official
tests.

It was built by the Associated
Equipment Company, Ltd., and
will be used at present for convey-
ance of their employees between
Walthamstow and the works in
Windmill-lane, Southall, Mid-
dlesex.

The chief innovation is a safety
ladder from the front part of the
covered top deck. In case of need,
a door at the side near the front
can be opened and passengers can
descend.

Another addition is the covered
in stairway leading to the top deck.
Fitted with six wheels and pneu-
matic tyres, the omnibus which one
spectator named "the Street
Liner," will carry 104 passengers,
which is double the number carried
in the present type of London Gen-
eral covered-in omnibus. The new
vehicle is slightly less than 20ft.
long, and is 7ft. 2in. wide.

The Associated Equipment Com-
pany, Ltd., build the London Gen-
eral omnibuses, and it is therefore
possible that the new giant type
may be put into public use on the
London streets.

FOX-HUNTING IN SPAIN.

One cannot help being slightly
amused by the reported Royal de-
crees in Spain prohibiting fox-hunt-
ing on the ground that it affords
"a spectacle which is repulsive and
uncivilised." I have heard of de-
fences of "bull-fighting," but none
which would not simply include the En-
glish sport.

Fox-hunting has had a fairly ex-
tended history in the Peninsula.
Wellington and his officers had
packs of hounds with them, and
thus beguiled the tedium of the dull
days behind the lines of Torres
Vedras.

At that time, one remembers, Sir
Arthur Conan Doyle's impulsive
Brigadier Gerard took part in a
run and finished off the fox with
one slash of his sabre. Perhaps
the Spanish decree is based on a
delusion that this is how the hunt
is usually conducted. *Evening
Standard.*

MOTORING NOTES

(CONTD.)

MY CAR, JANE, AND I.

[BY A WOMAN OWNER-DRIVER.]

Treat your car as if it were alive,
not as a dead, mechanical thing.
Treat it as you would your favour-
ite dog or your pet hunter. You
will get much more work out of it,
and you will get much more fun out
of driving.

To me a car is a living thing.
I think most owner-drivers regard
their little "buses" in the same
way. I talk to mine when I ac-
celerate suddenly to meet some un-
expected traffic necessity.

"Come on, Jane, you can get
through here easily," I say as we
spurt to avoid being squeezed
against a lorry by an unsympathetic
taxicab.

My present "bus"—a claret-
coloured coupé, with leather up-
holstery to match—is Jane II.
Her predecessor was a grey two-
seater whom I christened Jane
Elizabeth. Naturally she became
Jane for short.

There is something about driving
and doing things for yourself that
you miss entirely if you are merely
a passenger. I'd rather change a
wheel than have someone do it for
me. I don't mind having Jane
down and I enjoy polishing her
paint-work. Even cleaning the
wind-screen or windows is fun—you
can do it in a few seconds with
metal polish. Perhaps I'm extra
stupid, but I did not know until
quite recently how splendid metal
polish is for glass. If it comes as
a tip new to you, you will bless me.

Gulls and Greasing.

There is one thing I hate doing—
that's greasing. When I'm on that
messy job I get somewhat wily.
Someone is sure to come along and,
sticking his hands in his pockets,
give lordly advice. "So I listen
meekly and put the grease-gun at
a slight angle, so that the oil squirts
out instead of it."

The lordly one will say with scorn,
"That's not the way to do it.
Here, give it to me."

So I hand over the gun with an
air of reluctance and gaze quite
foolishly while the greasing is done
properly. It takes quite a long
time before I can comprehend the
right way of doing it, and by that
time a portion, at any rate, of the
messy job is done.

Sometimes I can hardly repress
a smile of guilt joy at seeing the
work progress. Then I get flung at
me, "You little beast! I believe
you knew all the time how to do it
properly. Now look at my hands!"
Manufacturers and people who
declare you can grease a car in
your party frock ought to be made
to do it and then go to their party.
Why, you have to kneel down and
put your arm right underneath the
chassis to get at some of the places.
Anybody can have the job of greas-
ing Jane. We both agree on that
point.

The Passenger Who "Drives."
When I'm a passenger in a car
I hate it. It makes me nervous. I
find myself jangling my foot down
hard on the floor-boards at awk-
ward moments. All drivers who
are passengers do that. It is an
instinctive putting on of the brakes.
But when I'm driving I love it.
Narrow shaves—and who doesn't
have them, driving in London or
any big city—that cause my pas-
senger to turn a shade paler, leave
me calm and unruffled. Jane knows
me and I know Jane. We trust
each other.

Presents for Jane.

Jane is just as keen on gadgets
as I am. If I roam through the
motor department of a big store
and buy one or two little things I
can't afford, I always compromise
with my conscience by saying,
"Well, anyway, Jane will love that
tyre-tester. I think we ought to
have a plug-tester, too. She told
me the other day one wasn't spark-
ing as well as it should. Besides,
she's been standing in the street a
long time, and ought to have some-
thing as a little present."

I love Jane, and I believe she has
a sneaking regard for me. *Daily
Mail.*

A SATISFIED WIFE.

Friend (congratulating proud
father of fine boy): "And what's
the name to be?"
Proud Father: "Oh Austin."
Friend: "Admirer of Chamber-
lain, I suppose?"
Proud Father: "Oh, no, but my
wife has always longed for a Baby
Austin."

GREYHOUND RACING

IN LONDON.

"ENGLAND" BEATS
"AMERICA."

AN EXCITING HURDLE RACE.

[THROUGH "REUTERS" AGENCY.]

LONDON, August 23rd.
Fifty thousand spectators includ-
ing Mayor Walker, of New York,
saw England beat America at the
White City when the English grey-
hound "Waterbubble," wearing the
Union Jack, outstripped Rollo,
wearing the Stars and Stripes, in
one of the most exciting hurdle
races ever seen on the track.
Rollo, who started favourite, kept
the lead till the last hurdle, where,
with a magnificent leap, "Water-
bubble" passed his rival.
The crowd set up a roar that
must have been heard miles away.
Mayor Walker presented the cup
to "Waterbubble's" owner.

GOLF.

AMERICAN AMATEUR
CHAMPIONSHIP.

[REUTERS' AMERICAN SERVICE.]

MINNEAPOLIS, August 23rd.
The leaders and first in the half
of the thirty-six holes qualifying
in the American Amateur Champion-
ship are two 19-year-old players,
Eugene Homans and Finlay with
71 and 72, respectively. The 20-
year-old Canadian champion, Car-
rick, took 73, while Evans, Quimet
and Jones were all 75.

WATER POLO.

The two League matches pos-
tponed from Monday, will be played
to-day at the Victoria Recreation
Club chamber, the first tie commencing
at 6.00 p.m.

The teams engaged are:—
Royal Navy v. K.O.S.B.
V.R.C. "A" v. Scots Guards.

FLYING IN CANADA.

PLANES TO TAKE MAIIS
FROM VESSELS.

Major G. H. Scott and Mr.
Gibbs have now returned from
their mission to Canada. As a
result of their visit the Canadian
Government has decided to erect
an airship mooring mast at Mon-
treal. The mast-head is being
ordered through the Air Ministry
in London, but the Dominion will
make its own contract for build-
ing the rest of the mast.

Major Scott has also visited the
United States, and has discussed
with the authorities there the ques-
tion of standardising airship moor-
ing gear. The masts in America
are based on Major Scott's design,
but differ from it in certain de-
tails.

Until recently Canada has made
good use of aircraft, but almost
entirely for survey work and forest
patrols. Now aerial transport has
begun to spread in the Dominion.
The airway from Halifax to the
Rough goldfields actually paid its
way last year without a subsidy
from the Government. The Cana-
dian Government, unlike that of
Australia, is opposed on principle
to subsidising civil airways.

The Post Office, however, has de-
cided to make a start with air
mails. The initial service is de-
signed to expedite the incoming At-
lantic mails, and in summer a fly-
ing boat service is to work from
Father Point, in the Rimouski dis-
trict of Quebec, to Montreal. In
the winter the eastern termini will
be St. John's in Newfoundland and
Halifax in Nova Scotia. It is ex-
pected that this air mail will
gradually be extended across the
Continent to Vancouver.

Meantime civil flying companies,
which mostly carry out survey
work, practically doubled their
work in 1926, and the last air vote
in Parliament was also double that
of the preceding year. Flying in
Canada is almost exclusively car-
ried out by flying-boats, as the rivers
and lakes afford safe places every-
where for seaplanes to alight and
where landplanes would often find
it impossible to land without a crash.

MR. H. G. WELLS'S

DELUSIONS.

GENERAL STRIKE NOVEL.

"ALL WRONG" SAYS "THE
DAILY MAIL."

We give the following *Daily
Mail* review of Mr. H. G. Wells's
new novel "Meanwhile." The pic-
ture of a "Lady." According to our
contemporary Mr. Wells has spoilt
a fine story by trying to put the
world right:—

Mr. Wells's new novel would have
been better far if the author had
cut out of it the interminable polit-
ical arguments and disquisitions
with which he has padded its pages.
His reflections on the general strike
will no doubt secure him a multi-
tude of readers in Petrograd and
"Red Wales"; but it is a pity
that he lets his foolish obsessions
run away with him and does not
verify his facts. His account of the
part played by *The Daily Mail* on
the outbreak of the strike, for
example, is a complete travesty of
the truth.

When the Socialists and politi-
cians are not talking, the story
moves briskly and has abundance of
episode, humour, and romance. At
its close it rises to real beauty and
tenderness. The characterisation is
also clever. Mrs. Rylands, the
"lady" of the sub-title, is a charm-
ing and distinguished feminine
study, and it is round her beautiful
Italian house that the plot re-
volves.

If only Mr. Wells would cease
to imagine that he has a special
mission to put the universe right,
what books he might give us! We
cannot congratulate him on the
rather silly little sketches, illustrat-
ing the strike and jeering at Mr.
Churchill and Mr. Baldwin, which
he has inserted.

"For King and Country."

As for the *Daily Mail* affair, Mr.
Wells is full of indignation that
the Cabinet should have broken off
negotiations when a number of
mechanical workers decided to sup-
press a leading article in this
newspaper. This was not, however,
as he states, "an anti-Labour
article," but an appeal to national
patriotism, entitled "For King and
Country." Mr. Wells proceeds:

The coup was prepared. It was
too clumsy, too out of proportion
to be a genuine thing. Forthwith
the Cabinet heard of *The Daily
Mail*. Remarkably quick "It's
come off," I guess some one said.
"Get on with the book." Like a
shot the Cabinet responded. "The
Government snatched at the
excuse of that little *Daily Mail*
printing office strike, to throw
down the whole elaborate sham
of negotiating for peace."

Every fact and every conclusion
here is wrong. The attempt to
cease *The Daily Mail* was the
fourth attack made by irresponsible
extremists within a few hours upon
the freedom of the Press and liberty
of speech. The three other news-
papers surrendered. *The Daily Mail*
stood firm against an illegal and
capricious interference, and the
Cabinet had no knowledge of the
incident whatsoever until it was
over.

Abysmal Ignorance.

Mr. Wells cares not one jot for
freedom of speech and of the Press
in his own country. But when in
Italy the Fascists stop grave abuses
of that freedom by Communists, he
had nothing but sneers for the
Italian nation.

The whole country is one great
prison. A prison with punish-
ments and tortures have you your
way to real freedom, freedom
of thought, freedom of speech and
proposal. . . . But in Italy
that actor, that destroyer, that
cannibal, silences us all.

To which the critic who knows
Italy can only reply that Mr. Wells
is once more displaying abysmal
ignorance. Let him get back to his
Martians and leave politics to those
who understand them better.

A NEW DANCE.

MIXTURE OF ALMOST ALL
THE OTHERS.

"Can you Yule?"

This question will be asked in
ball-rooms next winter, if the pro-
phecy of the dancing teachers is
fulfilled. Last week more than 700
of them were in conference, and the
new dances they had agreed upon
were demonstrated in London.

The spectators almost unanimously
selected the Yule, as shown by Major
Taylor and his partner, as likely to
be the most popular.

"It is a new dance in Blues
time," Major Taylor said to a re-
porter, "and quite slow. Take a
basis of Blues, add a flavouring of
tango, a fox-trot step, and a dash of
Charleston, and you have the Yule."
The dance is supposed to have
originated from the students of
Yale; at least that is where I got
the idea.

The steps are not difficult, the
promenade of the tango playing a
large part.
Meanwhile the waltz has once
again come into popularity, espe-
cially at private dances.

THE LOST PROFESSOR.

FORGOTTEN IDENTITY
MYSTERY.

CURIOUS ITALIAN CASE.

ROME.

The extraordinary story of a man
in Collegno Asylum who cannot re-
member his identity, and who six
months ago was identified as Pro-
fessor Giulio Canella, of Padua,
who disappeared in a skirmish in
Macedonia in the war, again excites
public curiosity. After the man
had been declared by the professor's
wife, brother, and children to be
the professor himself, and had been
taken away by them, he was sud-
denly removed once more by order
of the police, who believed that
they had proofs that he was an
ordinary impostor known as
Bruneri, and he was re-interned in
Collegno Asylum until a decision
had been given by the courts.

A wealthy uncle of Professor
Canella has now come from Brazil
and is determined to obtain the
liberation of the man whom he
considers to be his nephew. The
uncle, his brother and wife, have
come to Rome together to present
a memorial of 100 pages to the
Minister of Justice claiming to
identify the inmate of Collegno
Asylum as belonging to them.

Curious arguments are adduced—
no photograph of her husband even
at the time of their marriage, that
the inmate of the asylum, in two
months, lost the greater part of
his hair, which, according to
alienists, is "proof of mental in-
firmity," and that the police prob-
ably lost the prisoner who was the
real Bruneri through his escaping
from his cell during the momentary
absence of a warder who afterwards
delivered another prisoner to the
asylum.

The inmate of the asylum mean-
while appears to be unable to give
any clue to his identity and re-
mains perfectly silent.

"THE ONLY WAY" FILM.

SIR J. MARTIN-HARVEY SUEd
FOR ROYALTIES.

Mr. Acton Acton-Bond, actor, of
Avon House, Ferring-next-the-Sea,
near Worthing, Sussex, sued Sir
John Martin-Harvey, in the King's
Bench Division, for an account of
royalties received by him in respect
to cinematograph performances of
the play, "The Only Way." The
claim was contested.

Sir Patrick Hastings, K.C., for
Mr. Acton-Bond, said the parties
were associated at the inception of
the play which was produced in
1899, and there was an arrange-
ment that out of his royalties Sir
John Martin-Harvey was to give
Mr. Acton-Bond 5 per cent. The
question now arose as to whether
he was entitled to have that on
the sale of cinematograph rights.

About 1800 there was a dispute
between the parties. An action in
the Chancery Division was settled
on terms under which Sir John
was to pay Mr. Acton-Bond 5 per
cent. of his share (25 per cent.) of
the royalties.

Mr. Acton-Bond gave evidence
that it was through a statement in
the newspapers that he learned
that Sir John Martin-Harvey had
sold the cinema rights of the play.
Mr. Stuart Bevan, K.C., for Sir
John Martin-Harvey (cross-examin-
ing): Do you suggest that we have
endeavoured to keep you ignorant
as to the terms of the film agree-
ment?—I do.

28,000 For Film Acting.

Opening the case for the defence,
Mr. Stuart Bevan said it was idle
for Sir Patrick Hastings to sug-
gest that Sir John Martin-Harvey
was master of the situation. He
could not move without the assent
of Mr. Will's (part author of the
play) or his executors, who received
25 per cent. of the royalties. Mr.
Will's trustees accepted £500 as
half-share in the film rights.

Sir John, continued Mr. Stuart
Bevan, got £10,000 for the right to
make the film, £23,000 for the per-
formance from which the film was
taken, and in addition he was to
receive something from the receipts
of the performance of the film.

Sir John Martin-Harvey, giving
evidence, said he did not know that
during the past year 5 per cent.
was paid to Mr. Acton-Bond on
the 50 per cent. He had never
authorised anyone to alter the
agreement.

Cross-examined by Sir Patrick
Hastings, who asked if the play
"The Only Way" had made a
fortune, Sir John replied: "No,"
but he agreed it had made a fair
amount of money.

In filming the play, said Sir
John, there were eighteen per-
formances.
Sir Patrick: How many thou-
sand pounds did you get paid for
your services and eighteen per-
formances?—I got paid £26,000.
That was exclusive of the valet
and personal expenses?—Yes.
The hearing was adjourned.

A-U-S. BOY LOOKS AT ENGLAND.

[BY CHARLES H. MOORE,
a member of the Kent School crew
from Connecticut, U.S.A., which
competed at Henley Regatta.]

The first thing our crew noticed
after arrival in England was that
crowds, traffic, transportation are
all handled with great care and
efficiency.

We are impressed, too, by the
efficiency with which the Henley
Regatta was managed. When we
learned that just about one hun-
dred crews were entered we expected
a good deal of confusion.

But everyone seemed to know
just what to do without the pre-
sence of officials.

It seems to me that the English
get more fun out of their sports
than we do at home. We take it
all much more seriously. It sur-
prised us to see men in middle age
rowing in the same crews as fellows
of our own age. In America, ex-
cept for golf and tennis, a man's
participation in sports stops when
he graduates from college.

Our headmaster, who brought us
over, did not want the trip to be
simply an athletic episode, so he
arranged for us to make some visits
to English public schools.

We visited seven schools in all—
Radley, Rugby, Westminster,
King's (Canterbury), Winchester,
Marlborough, and Eton. We were
turned over to the boys in all of
these schools, and they all seemed
just about the same in their general
point of view as the American boys
they told us that they would be reserved
and hard to talk to, but that was
not the case at all.

As far as we could make out they
do not know much about America.
Of course we are in a very different
position at home. English history
and English literature are major
subjects with us—we cannot study
our own history and literature
otherwise. We found but one
school where there was a course in
American history.

I think that this limited horizon
applies not only to the history of
my own country but also to that
of Canada and the other British
Dominions. I think most Ameri-
can boys know more about Canada
and Australia than English boys
know.

We shall never forget our morn-
ing at Eton when we saw the re-
view of the O.T.C. and had the
privilege of being presented to the
Prince of Wales. There is some-
thing about him which attracts one
at once. He was so dignified and
yet so simple. He seemed to know
why we were over here and wished
us to know that he was glad we
came.

I think that the object of our
trip has been accomplished. Eng-
land is our Mother-country, and
we go back home with a clearer
understanding of England, a
greater admiration for England,
and, if I may add it, a more real
affection for England than we had
when we came.

FIGHT FOR NOTTINGHAM MARKET.

OPPOSITION TO REMOVAL
AFTER 1,000 YEARS.

A stern fight is being waged at
Nottingham over the future of the
city's famous Market Place, said
to be the largest of its kind in the
country. For more than a thousand
years a market has been held there.

A majority of the City Council
thinks that the time has come for
market to be transferred to a cover-
ed hall which is proposed should
be built at a cost of about £45,000
in King Edward-street.

A leader of the organised opposi-
tion said:—

We are being robbed of a long-
cherished privilege which still
brings with it certain practical
advantages, such as keeping down
prices in shops. We like the old-
fashioned atmosphere created by
the stalls. No covered market in
any other city has been able to
pay its way, and there is nothing
to lead us to suppose that Not-
tingham would prove an excep-
tion.

Protest meetings, one attended by
10,000 people, have been held, and
petitions against the removal have
found extensive support.

Mr. J. M. Mackie, an ex-Presi-
dent of the National Federation of
Market Traders of Great Britain,
said:—

The council has decided to move
the market without consulting the
rate-payers. In three hours they
decided to sweep away the
privileges which have existed from
the days long before William the
Conqueror. We are convinced that
there is a majority of 100 to 1
against the removal.

At one end of the market place
is being built the new City Hall
at a cost of £200,000. That this
should look down on a collection of
stalls is regarded as incongruous
by those members of the council who
favour the removal of the market.

KING EDWARD VII. AND GERMANY.

ATTEMPTS TO SECURE AMITY BETWEEN THE TWO NATIONS.

KAISER AND KING ON THE FAR EASTERN PROBLEM.

[BY SIR SIDNEY LEE.]

It was to foreign affairs and to military affairs that the King from the first mainly directed his attention. The foreign policy of the country had been his eager study for some forty years. Long before his accession he had talked over its details or corresponded about them with British Ministers and Foreign Ambassadors in England, or with foreign statesmen and their rulers abroad, with an ever-growing zest. His protracted struggle with his mother over his desire that the Foreign Office should transmit their despatches to him had ended in his favour, and of late he had exchanged letters on foreign questions with the Kaiser, the Tsar, and the King of Greece. Ample material for estimating the character and aims of foreign policy was at his disposal, and his accumulations of knowledge enabled him to offer invaluable suggestions on the course of foreign policy. His habit of correspondence and of personal discussion on foreign affairs continued through his reign, and he was prolific in independent comment and warning to his Ministers whenever foreign policy was in question.

It was the constitutional function of the Prime Minister and the Foreign Secretary especially to advise him as to his attitude towards every foreign question as it arose. But King Edward's lifelong study of foreign affairs, and his ripened intimacy with the chief personal factors in Continental politics, did not allow him to restrict his sources of foreign information to his Ministerial counsellors, or to echo with automatic docility their opinions. Not seldom he changed advisers and offered advice, instead of receiving it. He was constitutionally in no position to ensure acceptance by his Ministers, but there was nothing to prevent his so-called servants from adopting his counsel when they saw fit and of tendering it back to him as a Ministerial pronouncement. In such a way did King Edward advise his advisers.

His invariable aim was to promote peace and good will, provided that British interests were respected. He always recognised that in certain eventualities war might be inevitable and foreboding the horrors of the latest machinery of destruction, he pursued with energy every means of establishing peace short of any surrender to humiliating counsels of fear. The main historic importance of King Edward's reign is the abandonment of the time-worn policy of isolation in foreign affairs, and the substitution for it of a system of ententes and alliances.

A Clouded Horizon.

Clouds hung over Britain's foreign horizon when King Edward ascended the throne. The South African War was still in progress, and the cherished hopes of an early and prosperous conclusion were fading. The sympathy of the Boer peoples with the cause of the Boer enemy continued to manifest itself in raucousness in all the market-places of Europe. Foreign Governments in their intercourse with the British Government diplomatically qualified the notes of popular hostility, but doubts were justified whether the correct tone of the Chancelleries of Europe implied any genuine good will. One thing alone was certain, that England was isolated and friendless. Lord Salisbury, King Edward's first Prime Minister, had long been wedded to that policy of "splendid isolation" which had been the constant British tradition through the last forty-five years of Queen Victoria's long reign.

The disposition of the Powers of Europe at the beginning of King Edward's reign was vaguely conditioned by the two sets of alliances, the Triple Alliance of Germany, Austria, and Italy, and the Dual Alliance of Russia and France. A favourable interpretation viewed the two alliances as counterpoises to the other, maintaining for a stable European equilibrium. These opposing armed camps were kept apart in chronic quarrels which were the seeds of past and future wars. France could never forgive Germany for the annexation of Alsace and Lorraine, while Russia and Austria were striving bitterly for hegemony in the Near East. But there was always a chance, though a remote one, that jealousy of Britain, from which no great European Power could be reckoned quite free, might be so stimulated by circumstance as to bring the

members of the two alliances together in a combined challenge to Britain's place in the world. Britain was thus isolated, friendless, and engaged in a none too successful or popular war when King Edward ascended the throne.

Tentative Steps.

Even before King Edward came to the throne several prominent British statesmen had begun to urge the abandonment of our "splendid isolation," and in the more acute minds our natural allies were thought to be Germany and America. In November, 1909, Mr. Chamberlain, in a speech at Leicester, had initiated the idea: "No far-seeing statesman," he said, "could be content with England's permanent isolation on the Continent of Europe." The natural alliance is between ourselves and the German Empire. Both interest and racial sentiment unite the two peoples, and a new Triple Alliance between Germany, England, and the United States would correspond with the sentimental tie that already bound Teutons and Anglo-Saxons together.

For two years Mr. Chamberlain worked steadily towards this end, in spite of the apathy of Lord Salisbury, and in face of the obvious difficulty on the part of Germany of securing the new alliance without losing the older one with Austria and Italy. Germany's plan was to add Britain to the Triple Alliance, thus forming a Quadruple Alliance that would prove more than a counterpoise to the Dual Alliance of France and Russia. In spite of set-backs and annoyances the idea of an Anglo-German understanding appeared to prosper, and was aided most by one of those illusory seasons of outward harmony between King Edward and the Kaiser. The death of Queen Victoria, appealed to the Kaiser's human impulses, and a reinforced domestic sentiment stirred in him, for the moment at any rate, a fresh hope that the British Government might accept his idea of a Quadruple Alliance in which Britain would serve Germany as an auxiliary. In spite of the continued efforts the fair promise of an Anglo-German understanding soon proved deceptive. The King's conciliatory tones could not stem the oncoming tide of international rancour. The Kaiser's personal attitude to his ministerial advisers even more sinister than of old, and a belated undercurrent on King Edward's part to alleviate the personal tension had merely temporary effect. The Kaiser's extravagant vanity, and the growing strain of German rivalry with Britain in all the fields of Empire, tended to a mutual alienation which no individual conciliatory effort could assuage.

There was not a Great Power in Europe that really had a definite policy. It was a period of tentative suggestions, of feelers, of diplomatic pourparlers. England particularly was rudderless and drifting; but was resolved to make one last effort to secure an Anglo-German alliance; and the occasion favourable to the effort was deemed to be a personal meeting between King Edward and the Kaiser. If these two were in agreement their ministers would follow.

On August 23rd, 1901, after the funeral of the Empress Frederick, the King, accompanied by Sir Frank Lascelles, went from Homburg, where he had been taking the cure, to visit the Kaiser at Wilhelmshöhe. This was to be the great occasion for the preliminary discussion of Anglo-German differences and for the creation of an Anglo-German understanding.

Extraordinary diplomatic preparations had been made for the meeting. On August 2nd, von Muhlberg had reported to the Chancellor, Count von Bismarck, "For the success of it will be necessary that his Majesty the Kaiser should, during the Homburg meeting, at no moment deviate from the conviction that we ruin our relations with England whenever it is known in England that we have quarrelled with Russia and France."

The Chancellor now wrote (August 13th) to the Kaiser stressing the official German point of view. The Kaiser's reply (August 20th), seemed to be a welcome surprise than of reaching an amicable understanding with her. "Furthermore," he wrote, "the building of our fleet must be expedited as quickly as possible. Who will get a nice surprise at the English and perhaps it is also

aimed at them. I have, by the way, in answer to King Edward which I sent to him this morning hinted superficially at the news as a thing known for a long time. I am anxious for a sight of the King and Lascelles who are to dine with me on Friday."

The King, for his part, was no less well primed. Lord Lansdowne had drawn up on August 10th for the particular use of the King a memorandum on questions which might be referred to in the interview. Lansdowne thought the most points to be dealt with were the negotiations respecting affairs in China, South Africa, Koweit, and Morocco.

The Kaiser's Own Account.

The next day the two monarchs met, Sir Frank Lascelles also being present. By way of easing matters at luncheon, the Kaiser presented to the King a beautiful epigram of his own design which graced the table. The Kaiser was in great spirits and quite affectionate in his manner to the King. After luncheon the two monarchs and Lascelles retired to the garden, where the Kaiser, in merry mood, chaffed Lascelles about his lack of knowledge of current events. The Kaiser's own account of the interview runs:

"The political interview which was held here to-day at my residence with the King of England and his Ambassador, Sir Frank Lascelles, was opened by King Edward's query as to what was the real object of the Kaiser's visit to France. That the Tsar wished to visit me at Danzig, he had known for a long time, but that he was going immediately to France was quite a surprise to him. The King seemed seriously displeased with the Kaiser's proceeding. If he had the desire to visit anyone besides myself he ought to have come to him, his nearest relation."

It was then he remarked that the Russians probably would take back from France with them some money. But what will they do with the money? asked the King. I rejoined that, as I had reason to believe, the Russians needed money for the building of the trans-Siberian railway. That this railway in its present position would serve only for commerce, but would serve only for commerce, was quite clear. The Russians will send troops from West to East, I interjected; but whether against Manchuria, or Corea or Japan, that is yet to be shown. Apropos Japan! If I rightly remember, in the winter of this year the Japanese Ambassador put a question to my Government as to what would be the attitude of England in the event of a Russo-Japanese conflict. We answered him on that occasion that we would maintain a benevolent neutrality. On this question I saw Lord Lansdowne, who told me personally, "What! Neutrality! No, the British warships will fight together with Japan, and we must absolutely go with them! The summer came and went, and the Japanese war scars disappeared, and nothing happened. Later on the solution of this riddle came to me—from a Russian source. The Russians told us Japan wished to start a war; she asked money from England, and this money was refused to them."

"I Call It Treachery."

King Edward made here a remark of impetuous displeasure at the politics of the English Cabinet, and protested that he positively knew nothing of it. Also Sir Frank protested energetically, and said, he was indeed very indignant, but he had to assert that on the contrary the Japanese rejected English money. To my expressed doubt the Ambassador came out with a speech in which he said that the course England had offered the money, but had proposed such conditions that it was difficult for the Japanese to accept it.

I replied that it came to the same thing, whether a thing was refused outright or whether such conditions were put that the other side could not accept it. The English Government after such an action, could not wonder if the phrase "perfidious Albion" were still accepted as before. I could call such politics only by the name of "Treachery." This came lively protests from the King and Sir Frank.

I came forth with the remark that since the Chinese expedition, the Continental States have linked themselves closer together. They could have imagined it possible ten years ago, for example, that the French and German troops should be fighting alongside of one another under a Prussian against a third party! This blood spilt in common has worked wonders, and we are now on right good understanding with our neighbours across the Vosges. He, in the midst of Europe I stand with my strong army, and together with my allies of whom I am sure I shall endeavour to maintain peace.

I have gained from my conversation with the King of England and Sir Frank Lascelles—the general impression that the visit of the Tsar to France together with his expressed wish to see the German Chancellor, has caused an extraordinary impression on the part of England. Whether this will be sufficient to draw the English, especially Lord Salisbury, from their hitherto passive policy, and to open their eyes to the slow but continuous fall of her (England's) prestige and of her world position, will remain uncertain.

"THE DARK ANGEL" AT THE QUEEN'S.

WAR TIME PICTURE TAKEN IN ENGLAND.

HINDU RUINS IN INDO-CHINA.

[BY OUR FILM CRITIC.]

One is left in no doubt why Hong Kong audiences voted for a revival of "The Dark Angel," for it is an unusually interesting film. As a war time story of great pathos, it yet manages to steer clear (almost) of film sentimentality. It is apparently even more difficult on the screen than on the stage, or in literature, to convey a tragic theme with first the right degree of restraint, more especially when it is a tragedy of love. The English dislike for showing emotion often calls for shyness to hide it, and stage tragedy has to be very carefully presented. Americans, who are more simple minded than we are, can stand bigger doses of romantic sorrow; and, perhaps, it would have been better if earlier scenes of this play had been shorter.

At this time when we are interested in the new British film industry "The Dark Angel" has a particular appeal. Three of the actors, including Ronald Coleman, are British, and the greater part of the film was photographed in England. Happily Coleman still looks like an Englishman and acts like one; so that in his rôle of British officer there are none of those small but aggravating inaccuracies which are so often seen when an Englishman is screened in California. Vilma Banky who plays the heroine is Hungarian. She does not look typically English but neither is she American nor exotic. She and Coleman have a strong bond of sympathy and they frequently act together—always with success.

There is a sense of England running right through the play, the hunt scene, the stretches of field and hedges, and the shaded river, are the real thing; even the manner is not aggressively Americanised. It may be insular to rejoice in this, but one can't help it.

"The Dark Angel" is a genuine war time tragedy, romantic and yet not incredible. It is a picture of exceptional merit and originality, and very well worth seeing.

An Interesting Curious Raiser.

Prizma pictures are generally liked; some are really beautiful and others rather crude, but we have yet to see one which can compare for interest or for colouring with "The Ruins of Angkor." This amazing temple city was built by the Hindus in Indo-China, and even to-day, ruined and overgrown by the jungle, it is an amazing sight. The bas reliefs and the style of much of the architecture remind one more of Greek than Indian work, and the film has given a wonderful picture of it. We wish that we could have more Prizma pictures like this, and more films on a level with "The Dark Angel."

OLD ENGLAND IN HYDE PARK.

DELIGHTFUL SPECTACLE OF FOLK DANCES.

The spirit of the country of bygone days came to Town on June 12th and settled itself in Hyde Park, spreading in a glorious mass of colour over the natural amphitheatre near the Serpentine. The English Folk Dance Society was holding one of its country dance parties, under the auspices of the League of Arts, and close upon a thousand dancers demonstrated to a delighted crowd of many thousands the art beloved of our forefathers three or four hundred years ago.

Thanks to the efforts of the late Mr. Cecil Sharp, it seems as though it will be seen again in all its old-time popularity.

In the afternoon the dancing space was uncomfortably crowded, and, as usual, there were many hundreds more women than men, but, thanks to the instruction that women dancers must bring a male partner in the evening, there was ample space for all, and the dances could be seen to better advantage.

It was an extraordinarily beautiful scene at both performances, a scene glowing with colour. Red, amber, green, pine, blue, in shades and combinations of shades, moved in one vast rhythmic whole, for ever changing, forming and reforming, as it were new patterns to the old English tunes played by the Band of the Welsh Guards.

CHARGE AGAINST CHINESE CONSTABLE.

BRIBERY AND MISCONDUCT ALLEGED.

COMPLAINANT A MEMBER OF TRIAD SOCIETY.

In a case heard before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon a Chinese constable was alleged to have assaulted a tug master, residing at Kowloon, to have demanded money from him by unlawful means and to have been guilty of misconduct in the course of his duty.

Mr. G. S. Hugh Jones, representing the complainant, prosecuted, and Mr. A. E. Hall defended.

Opening the case Mr. Hugh Jones said that on the 13th inst. the complainant was in the doorway of his house, No. 235, Lai Chi Kok Road, ground floor, when the constable who was in uniform came up to him, accused him of being a returned deportee, took him into custody and led him to the Police Station. On the way the master of the shop where he was employed stopped them and enquired what the matter was. They then went into the shop and were brought into the kitchen. The defendant demanded \$20 for the release of the complainant and in the presence of several people he struck the complainant several times.

Complainant gave corroborative evidence and added that he agreed, under compulsion, to pay defendant the \$20 demanded. He said he found great difficulty in obtaining money and on that day managed to secure a sum of two dollars, which he arranged to hand defendant, but did not see the money pass into his hands.

Cross-examined for the defence, complainant admitted that he had once been charged with being a member of a triad society.

Several witnesses were called and the case was adjourned.

THE MISSING "TIMES" CORRESPONDENT.

SEARCH EXPEDITION OF ONE.

AN AUSTRALIAN'S DARING PLAN.

With nothing but a knapsack, a sense of wanderlust, and an inclination to rescue one of his more unfortunate nationals, and friends, Mr. A. G. Macallister, of Sydney, Australia, has made preparations to start to-day for the wilds of Honan in an effort to rescue Mr. Basil Riley, who has now been reported missing for about three weeks, says the North China Daily News.

All unaware, Mr. Macallister, a hero of the World War, came to China about a fortnight ago.

Shortly after arriving here he picked up a newspaper and saw that Mr. Riley, the correspondent for the Times, had been missing in Honan and, thinking back over his days in Sydney, he remembered that it was that youth's father and mother whom he had known a few years before. Here was a chance for him possibly to do a good turn for an old acquaintance and, at the same time, provide himself with an added amount of excitement. So, for the past two weeks Mr. Macallister has been inquiring into every possible source in order to find out the topography and general lie of the country in which the young journalist could be found.

Mr. Macallister's plans, Mr. Macallister, who is both wanderer, journalist, and capitalist, will start off for Nanking, where he will spend a few days in trying to get direct information as to what course to pursue in locating Mr. Riley. From that place he will go to Hankow, where more investigation will take place.

At Hankow Mr. Macallister proposes to board a train on the Peking-Hankow Railway and go to Chengchow, in the north-eastern part of Honan and there pick up the necessary equipment for a two-months' trip into the heart of China—where he will find a trace of the journalist or know the reason why.

CONFESSION OF FAILURE.

THE RED CAMPAIGN IN CHINA.

PLANS FOR THE FUTURE.

According to the Riga correspondent of The Times, the Ikki, or Executive Committee, of the Communist International has come to the conclusion that this year's Communist efforts in China have met with total defeat, and has addressed instruction to all members of the Chinese Communist Party, directing them immediately to leave the Hankow Government and cease all forms of co-operation. They are to remain members of the Kuomintang as long as possible, criticising the leaders and recruiting adherents to Communism, stirring up the peasantry, supplying them with arms, and forming secret fighting detachments. They are to publish a declaration against the Hankow Government demanding that it shall be punished severely for its unrevolutionary attitude, and to redouble the agitation among the town workers.

The statement reviews the whole recent policy of the Communist International in China, drawing the conclusion that the policy was correct in all essential details, but the local Chinese leaders proved incapable and timid and the generals and other military officers (whose ultimate "treachery" was regarded as inevitable) openly sided at an inconveniently early moment. Nevertheless, it says, the situation has shown signs of increased class hatred, and final victory is certain. Above all, it is urged, attention must be concentrated on mobilising China's hundreds of millions of peasants and on accomplishing the agrarian revolution as the next step towards the Communist revolution.

Soviet newspapers announced on July 30th that the Communist Party of South China has decided to "go underground," as its open and lawful existence since the betrayal of the cause by the Hankow Government has become impossible. A special illegal "Bureau of the Communist Party" has already been organised, and the Communists have all left the Hankow Government. The Secretary of the Chinese Communist Party, Cheng Tu Shun, and a former Minister of Agriculture, Tan Ping Hsiang, have decided to go to Moscow.

BANKER'S FORTUNE.

LORD SWAYTHLING'S ESTATE SWORN AT £400,000.

The unsettled personal estate of the late Lord Swaythling, of Townhill Park, Bitterne, Hampshire, head of Samuel Montagu & Co., bankers, who died on June 11th, has been provisionally sworn at the net value of £400,000, "so far as at present can be ascertained."

His father, the first Baron Swaythling, who died in 1911, left property then valued at £1,150,000. The late Lord Swaythling left to his wife the income from £125,000 (or half the residuary estate, whichever be the greater), and his London house at Kensington-court, W.

He left various sums to his sons and daughters, in certain cases on trusts, "to protect them from the dangers incurred by people who are not engaged in any active business life," and expressed his "earnest wish and solemn injunction" that no child of his should abandon the Jewish religion or intermarry with a person not of that religion.

Among the bequests is one of £12,000 on trust for his third son, the Hon. Ivor Montagu, who, it will be remembered, married last January Miss Eileen Holstern, of Brixton, S.W., a shorthand-typist. The wedding was kept secret for six weeks, and it was stated that during that time Lord and Lady Swaythling were unaware that it had taken place.

THE SILVER EMBARGO.

BRITISH NAVY EARNS A LITTLE MONEY.

QUESTIONS IN PARLIAMENT.

Mr. VIANI having asked the First Lord of the Admiralty whether foreign banks in Shanghai had recently shipped bullion to Tientsin in British destroyers, and whether this action was taken with the approval of His Majesty's Government.

Mr. LOCKER LAMPSON, replied: In the early part of July the Nanking authorities issued instructions that no movement of treasure was to be effected without a permit issued by their Ministry of Finance. Two British banks at Shanghai were, on July 11th and 13th respectively, refused permits to ship silver bullion to Tientsin on the ground of the embargo.

The free importation and exportation of silver bullion is provided for in the treaties; the illegal prohibition of exportation to Tientsin involved the danger of a serious financial crisis at that port, with disastrous results to British interests.

His Majesty's Minister accordingly consulted with the Commander-in-Chief, who issued instruction for the transport of the silver by His Majesty's ships.

His Majesty's Minister reports that Tls. 3,000,000 was accordingly shipped from Shanghai for Weihaiwei in the destroyer Hestia for the two banks on July 20th, and that at the same time, at the request of the Japanese Minister, Tls. 600,000 was shipped for the Yokohama Specie Bank.

Col. HEADLAM, Financial Secretary to the Admiralty, replying to Commander Kenworthy (Sec. Central Hull), said payment would be made to the British Navy for the service rendered in shipping silver from Shanghai in warships. The payment to be made was laid down in the King's Regulations.

Replying to a further question on the subject by Mr. GABO-JONES (Lib., South Hackney), Col. HEADLAM said he could assure the hon. gentleman that they hoped to make a little money on the transaction. In any case, the commander-in-chief on the spot was quite capable of dealing with the matter.

IRON FOR THATCH.

CHANGING THE DEVONSHIRE COUNTRYSIDE.

Devonshire, famed for its narrow, winding and beautiful lanes, is fast being transformed into a country of corrugated iron.

Visitors complain that the joy of discovering, on rounding a corner, an old thatched cottage, nestling in a corner of a field, is becoming a thing of the past. Gone is the thatch, its place being taken by corrugated iron, which is also used to patch the old red-stone walls.

Chicken houses and garages of queer shapes erected on every side fail to harmonise with the surrounding country.

In the Okehampton district within a distance of one mile on a main road are nine corrugated iron roofs. In the side roads ugly bungalows are springing up.

The occupant of a 300-years-old thatched cottage near Crediton, who thinks of moving after having been there for 40 years—owing to the threat of a new road, said:

In the last few years Devonshire has changed fast. The growth of motoring and the failure of agriculture are the causes. Motorists must have their roads and their garages. The farmers cannot afford to patch walls with stone or re-thatch a roof. Many of them rely to their incomes by selling petrol to the motorists who wander off the main road, hence these ugly garages.



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[2223]

NEW WOMEN OF SPAIN.

ACTIVE AND ATHLETIC.

[BY WALTER M. GALLICHRAN.]

SANTANDER, SPAIN.
Sitting under the trees of the seafaring garden of Santander, I watched the evening parade of residents and visitors. Among the huge strolling crowd are many girls who recall the laconic description of the Spanish women by their countryman Valera, "angelic but robust."

Only a few of the girls are accompanied by young men. They walk in groups of four or five, and the hum of their voices rises above the march that is being played by the band. More than sixty in every hundred young women at San Sebastian or Santander have adopted short skirts and shingled hair.

Here and there one notes a London or Paris hat, but the majority of the damsels are bare-headed. In this part of Spain the mantilla is disappearing. A short black veil as a headdress is worn when attending Mass.

A few years ago all of these girls would have applied a rather profuse coating of powder to their faces before appearing in the street. To-day the natural hue of the complexion is visible. One recognizes the fresh, wholesome colouring of the Basque maidens, the peachlike tint of the cheeks of the Austrians, and the golden paleness of the dark southern beauties.

"Why has the use of powder for the face become so rare?" I asked.

Tennis and Powder.

"It is a sign of the feminine movement in our country," answered a Spanish friend. "It is largely a result of athleticism among women. When our girls began to play tennis they came to the courts with powder on their cheeks, and some had artificial colour on their lips. Tennis is an active game. One gets very hot. As a result, streaks appear upon the face. The girl looks ridiculous. She no longer powders. You understand."

The Spanish girl is becoming almost as enthusiastic about sports as her brother. She excels in swimming and delights in tennis. I have seen other Spanish novelists have depicted heroines who can defend themselves with their fists, run like hares, and tame savage mules. In some of the towns of Castile matrons and young girls play a lively game of outdoor skittles on Sundays. Spanish women are active physically, but apart from dancing they have not until lately shown keenness in athletics and realized the benefit of "open-air exercise."

Twenty years ago a senorita of the Basque Province told me that she would not dream of riding a bicycle, because "cycling makes women fat." To-day the Spanish girl recognizes that beauty culture is dependent largely upon muscular exercise in the open air.

Innovations in Dress.

The innovations in dress among the women of Spain are very interesting. Not very long ago it was a social offence for a woman of the upper or middle classes to curtail the length of her skirt. The Court painters of old were even careful not to reveal the feet of women too conspicuously.

Nowadays the trade in silk stockings in the Peninsula is enormous. Even the "severe" tailor-made costume, formerly ridiculed in comic sketches in Continental journals, is becoming fashionable in a section of the higher class in Spain.

The progress of education among Spanish women is also remarkable. In politics they seem in the mass on the side of Liberalism. There are one or two instances of work-girls becoming organisers of social reform movements. The appeal of the Spanish woman to her men admirers is largely through the quality of quick wit, and there is no doubt that the education of girls will tend to stimulate this alertness of mind.

CATCHING AMERICAN DOLLARS.

HOW THE MONEY IS SPREAD ABROAD.

Remarkable facts and figures about the American tourist traffic, now one of the most important items in international commerce, are given in the current New York *Commerce Monthly*, which points out that the spending by travellers abroad of nearly \$180,000,000 far transcends American expenditure on any item among its "foreign commodity purchases."

From the visited country's point of view, tourist trade constitutes a highly lucrative "export" of services which provides both private profit and a large supply of the credits needed by most European nations in settling their international balance of payments. Switzerland, a country whose economic life is very largely founded on catering to the tourist, is an extreme example of the manner in which Western Europe particularly, and other parts of the world in less degree, are drawing a good income from their geography and history.

The War's Influence.

The increase in American tourist trade is due to several causes arising directly and indirectly from the war. Foreign-born Americans who have been unable to visit their old homes for some time were anxious to avail themselves of the opportunity. Native-born Americans, through war contracts had come to have a lively interest in Europe. The general prosperity of the nation and the increased standard of living made feasible the one-time luxury of a trip abroad. More important, however, were the activities of the steamship lines.

At the close of the war the trans-Atlantic steamship companies were faced with the dilemma of increased tonnage and decreased patronage. Up till 1914 immigrant traffic had contributed one-third of the profits derived from trans-Atlantic service, while first and second-class passengers and freight accounted for the other two-thirds. During the war immigration fell off to about one-fifth of the pre-war figure. The quota laws of 1921 and 1924 restricted the number of foreigners allowed to enter the United States and prevented a return of this traffic to its former position. The steamship lines, with one-third of their custom thus curtailed, were forced to look around for a new source of revenue.

In 1923, one of the larger lines created the "tourist third-class" in what was formerly the steerage, and offered round trip passage at \$32. The response was immediate and soon turned into a demand. The following year other lines tried the same plan. Now most of the large trans-Atlantic steamers have "white-collar" steerage" accommodations, and offer special rates for the three summer months that cover the tourist season.

Europe Remodelling Itself.

Europe, on its part, has added materially to the accommodation and attractions offered these visitors. Improvements in railroad service, remodelling old hotels, and building new ones along the lines of American enterprise, the formation of special commissions to encourage tourists and establishment of railroad representatives in America are some of the commercial ventures.

Canada's Harvest.

Canada, the next-door neighbour, with special attractions for almost every season of the year, receives a constant flow of American visitors, who spend close to \$40,000,000 a year. Official and semi-official reports showed that approximately 5,000,000 automobiles, carrying 5,000,000 persons crossed the border in 1925. Bermuda and Cuba also profit greatly by their proximity to the United States.

The United States Department of Commerce estimated the expenditures of all American tourists at \$75,000,000 in 1925, which increased to \$135,000,000 in 1926. To offset this, foreign visitors in America during 1925 spent about \$20,000,000, which left a debit item of over a half-billion dollars on the United States balance of payments. This just about equalled the interest due Americans on approximately 10,000,000,000 dollars invested abroad, and was over three times the payments due to the United States that year on Allied war debts. In France alone during 1924 it is estimated that the American tourists spent 1,710,000,000 francs, equivalent to \$218,000,000, or one-sixth of the total of American expenditures abroad. On this basis expenditures in 1926 may be estimated at \$220,000,000, sufficient to make the annual payments due by France to the American Government four times over.

PASSENGERS.

ART. VALL.

Per s.s. *President McKinley*, on August 22nd:—For Hong Kong Mr. and Mrs. W. F. Ardat, Mrs. P. V. Botello, Miss I. Botello, Miss Lee Kien Bah, Mr. A. W. Black, Mr. and Mrs. C. B. Francis, Mr. Lum Sing Chee, Mr. A. C. Chow, Mr. Foo Yick Chee, Mr. Lee Ken Chong, Miss Han Mee Fun, Mr. T. H. Hsiang, Mr. and Mrs. Y. L. Hsiang, Mr. Cho Dong Hing, Dr. E. Jones, Mr. Kiang Shuen Joe, Mr. P. Lynott, Mr. Dong Cum Lum, Miss F. Lai, Mr. and Mrs. O. Lam, Mr. E. E. Lane, Mr. and Mrs. A. Luke, Mr. H. H. Ling, Mr. S. T. Liang, Mr. T. Y. Miao, Mr. S. Negami, Mr. K. Nagai, Miss S. Pun, Mr. and Mrs. T. E. Pun, Mr. A. W. Paval, Mr. Quon Kir Puck, Mr. H. W. Ray, Mr. A. Ramsey, Mr. B. W. Rueben, Mr. C. Y. Siu, Mr. C. A. Tunn, Mr. and Mrs. T. H. Wong, Miss S. Wong, Mr. P. Watson, Mr. P. H. Wong, Mr. Li Miao Yu, Mr. Charlie Young, and Mr. H. Yung. Among passengers passing through on their way to Manila: Mr. O. Benz, Mr. B. V. Bush, Mr. W. Graig, Mr. D. A. Gibbs, Mr. W. Gordon, Mr. T. G. Hoff, Mr. E. H. Johnson, Mr. I. Smoradenski, David Smoradenski, Mr. H. F. Taylor and Mr. T. H. Winters.

European passengers per s.s. *Atsuta Maru*, from London via ports, on August 22nd:—Miss A. E. Finel, Miss E. Fisher, Mr. T. Foley, Mr. D. M. McPhedran, Mr. W. H. Williams, Mr. F. G. Bagge, Mr. B. W. Black, Mr. C. F. Charter, Miss M. Dallas, Miss M. Lewis.

DEPARTURES.

European passengers per s.s. *Atsuta Maru*, for Japan ports via Shanghai, on August 23rd:—Mr. B. Black, Mr. C. F. Charter, Mr. P. Beggs, Mrs. Cole, Miss R. Cole, Miss M. Dallas, Miss M. Lewis.

European passengers per s.s. *Trayon Maru*, for San Francisco via ports, on August 22nd:—Mr. S. Brown, Mr. and Mrs. L. Bargheim, Mr. R. K. Raphael, Mrs. M. C. Barry, Mrs. C. V. Allen, Miss S. Knapp, Miss M. M. Tyrell, Miss Olga Carvalho, Major F. H. Scovell, Mr. L. C. de Vos van Hederveen, Cappel, Com. C. H. N. James, Major R. A. Floor, Col. and Mrs. Whyte, Mr. M. Smith, Miss M. J. Cameron, Miss N. Bazen.

Per P. & O. s.s. *Ravenspindi*, on August 23rd:—From Shanghai: Mr. G. G. C. Adams, Rev. and Mrs. H. Bunce, Pte. H. S. Bray, Pte. J. Bacon, Mr. and Mrs. F. Bing, Mr. S. E. Brame, Mr. J. H. Brown, Mr. F. Connell, Pte. A. Cummins, Mr. F. Cook, Pte. W. Clark, Dr. D. Cairns, Miss A. E. Cairns, Miss F. Eynon, Mrs. F. Fyfe, Mr. H. H. Fox, C.M.G., and Mrs. Fox, Miss L. C. Clutterback, Mr. and Mrs. W. G. Greenway, Master T. Gabb, Col. Viscount, Major C. D.S.O., M.V.O., M.C., Major C. A. Glendon, Miss E. Harris and infant, Miss E. Harman, Mrs. C. J. Hurman, L.S.A. A. M. J. Hayes, Mrs. H. B. Harker and the Misses Harker (3), Master A. D. Jones, Mr. Q. R. and Mrs. Jones, Capt. N. A. Johnson, Mr. M. Kaveney, Mr. T. K. King, Mr. King, Lt. Seaman C. L. Lyons, Col. McKiejohn, Pte. J. Millie, Sgt. G. Maw, Mr. A. H. Mehta, Mr. and Mrs. A. H. Malloch, Father Mangan, Mr. R. Neill, C.P.O. F. W. Neave, Mr. and Mrs. F. O'Hara, L.C. J. Parker, Sgt. E. Patton, Mr. J. Radley, Mr. C. Rich, Mrs. C. Ridgway, Mrs. Ruby and child, Mr. G. A. Redhead, Mr. and Mrs. J. Stark, Miss D. Stark, Miss F. Stark, Master C. W. Stark, Mrs. S. A. Sayer, Miss K. M. Sayer, Miss B. I. Sayer, Lieut. A. Stubbs, Lieut. F. W. Sitwell, Mr. E. R. Stegmair, Pte. E. Stott, Pte. T. R. Sutton, Col. C. M. Stephens, Mrs. L. Shaw, Dr. and Mrs. A. J. R. Taylor and Master Taylor and infant, Mr. and Mrs. R. Thompson and infant, Mrs. F. Townsend, B.P.O. M. W. Topley, Mr. A. Taylor, Mrs. R. Unpley and infant, Mr. T. Verling, Mr. H. B. Willan, Mrs. H. V. Wilkinson, Miss M. Wilkinson and infant, Pte. G. Wilkinson, Cpl. H. Whittick, Mr. J. Woods. From Hong Kong: Nursing Sister Adams, Mrs. E. E. Aris, Mr. C. Bennett, Mr. F. J. Boyce, Mrs. E. S. C. Brooks, Mr. A. N. Burden, Mr. C. Camellari, Mr. J. Chambers, Mrs. Chan Mui, Mr. J. Chaytor, Miss N. M. Cheong, Miss L. M. Cheong, Mr. L. V. Clarke, Mr. J. Clark, Mr. H. Cook, Mr. A. Costigan, Mr. C. Deiker, Miss H. M. Denney, Mr. T. Daddera, Mr. L. T. Fan, Miss S. Gannon, Col. G. L. Giffard, Mr. W. P. Goldsmith, Mr. A. Hansen, Mr. R. Johnson, Mr. J. Jones, Mrs. J. Jorgensen, Miss B. Jorgensen, Master T. Jorgensen, Mr. B. Kemp, Mr. C. B. Kerr, Mr. H. Y. Lan, Master K. Lan, Major F. H. Linton, D.S.O., Major C. A. Lucas, Mr. and Mrs. D. Macrae, Mr. A. Peers, Mr. C. Petersen, Mr. P. Portelli, Mr. N. Poulson, Mr. and Mrs. J. Quinn, Mr. L. J. Rees, Mr. W. Rees, Rev. and Mrs. H. E. F. Rosales and infant, Mr. J. Stephen, Mrs. T. P. Tan, Mr. V. Tanti, Mr. and Mrs. S. L. Thio, Miss O. L. Thio, Master K. L. Thio, Miss T. M. Too, Mr. S. E. Tranter, Mr. L. Underdorp, Mr. T. Watson, Mr. E. Watt, Mr. J. W. Wearing, Mr. J. Wedlake, Mr. T. H. Whitchelo, Mr. L. C. Williams.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th September, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
23rd August, 1927. [3251]

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

THE Motorship "JAYA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns of The Hong Kong and Kowloon Wharf and Godown Co. Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd of August, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ash on the 29th of August, 1927, at 10 a.m.

All Claims against the vessel must be presented to the Underwriter before the 2nd of September, 1927, or they will not be recognized.

No Fire Insurance will be effected.
JOHN MANNERS & CO., LTD.,
Agents.
Hong Kong, 23rd Aug., 1927. [3253]

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Motorship "JAVANESE PRINCE" having arrived from the above Port on 23rd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 29th instant, at 10 a.m.

All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNES (FAR EAST), LTD.,
2nd Floor, King's Building,
Cantonment Road,
Telephone No. 3165.
Hong Kong, 23rd Aug., 1927. [3252]

ON SALE.

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1926.
Revised by Members.
PRICE \$5.
HONG KONG DAILY PRESS OFFICE.

Per Dollar Liner *President Taft*, left Hong Kong for Seattle on August 24th:—Mr. and Mrs. E. W. Masters, Mr. Philip Quen Foo, Mr. J. M. Goodeno, Mr. Brewster, Mr. E. E. Lane, Mr. T. R. Scanlon, Mr. E. Perez, Miss M. D. Pastana, Mr. L. Pardo, Mrs. Flora Rios, Mr. Alfredo Bonus, Mr. Look Eli, Mr. J. D. Watt, Mr. E. Hilton, Mr. John M. Tatum, Mr. V. C. Alcantara, Mr. A. De Los Reyes, Mr. M. T. Elizardo, Mr. M. H. Cuervo, Mr. Ralph Gilbert, Mr. A. G. Lamas, Miss Jane Gilbert, Mr. N. B. Masakayan, Miss Frances McCann, Mr. A. P. O. Maller, Mr. F. Perez, Miss M. D. Pastana, Mr. V. Ramos, Mr. Victor Sullit, Mr. E. B. Sevilla, Mr. Felix V. Santos, Miss P. Tirona, Mr. T. C. Topicio, Mr. T. M. Tanada, Mr. R. Torres.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "JENNELAUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th September, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
23rd August, 1927. [3252]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF NORWICH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of one week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 23rd Aug., 1927. [3241]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A.

THE Steamship "CITY OF BATH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of one week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 23rd Aug., 1927. [3242]

HAMBURG-AMERIKA LINIE.

INCLUDING

HUGO STINNES LINIEN

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
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OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "SAARLAND"	due here on or about the 23rd Aug.
S.S. "EMIL KIRDOFF"	due here on or about the 17th Sept.
S.S. "HESSEN"	due here on or about the 27th Sept.
S.S. "RACHSEN"	due here on or about the 12th Oct.
S.S. "PREUSSEN"	due here on or about the 25th Oct.
M.S. "RAMSES"	due here on or about the 7th Nov.

HOMeward.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

M.S. "MUNSTERLAND"	sailing from here on or about the 27th Aug.
S.S. "OLDENBURG"	sailing from here on or about the 13th Sept.
S.S. "ADOLF VON BAEBER"	sailing from here on or about the 30th Sept.
S.S. "SAARLAND"	sailing from here on or about the 30th Sept.
S.S. "EMIL KIRDOFF"	sailing from here on or about the 25th Oct.
S.S. "HESSEN"	sailing from here on or about the 31st Oct.
S.S. "RACHSEN"	sailing from here on or about the 10th Nov.
S.S. "PREUSSEN"	sailing from here on or about the 14th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.
† Calling at Genoa, Rotterdam and Hamburg.
‡ Calling at Rotterdam and Hamburg.

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REGULAR FOREIGN SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATATIA	In Port	24th Aug.	SHANGHAI
TJISONDAH	SEAL, KLING	In Port	25th "	BATATIA
TJITABOEM	JAVA, MAKASSAR	29th Aug.	31st "	AMOT, SHANGHAI
TJISALAK	N. C. & AMOT	29th "	31st "	BATATIA
TJIPANAS	JAVA, MANILA	2nd Sept.	5th Sept.	SWATOW & SAIGON
TJIKARANG	BATATIA	4th "	6th "	SHANGHAI
TJITROBA	SEAL, KLING	6th "	8th "	BATATIA
TJIKEMBANG	JAVA, MAKASSAR	12th "	14th "	AMOT & N. CHINA
TJIMANOEK	N. C. & AMOT	12th "	14th "	MAKASSAR & JAVA
TJISARORA	BATATIA	18th "	22nd "	SHANGHAI
TJIKARANG	SEAL, KLING	20th "	22nd "	BATATIA
TJIKINI	JAVA, MAKASSAR	28th "	29th "	AMOT & N. CHINA

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10] JAVA-CHINA-JAPAN LIJN.

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DR. LECLERC'S PILLS FOR THE
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AND ALL AFFECTIONS OF THE LIVER AND KIDNEYS
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AND ALL AFFECTIONS OF THE LIVER AND KIDNEYS

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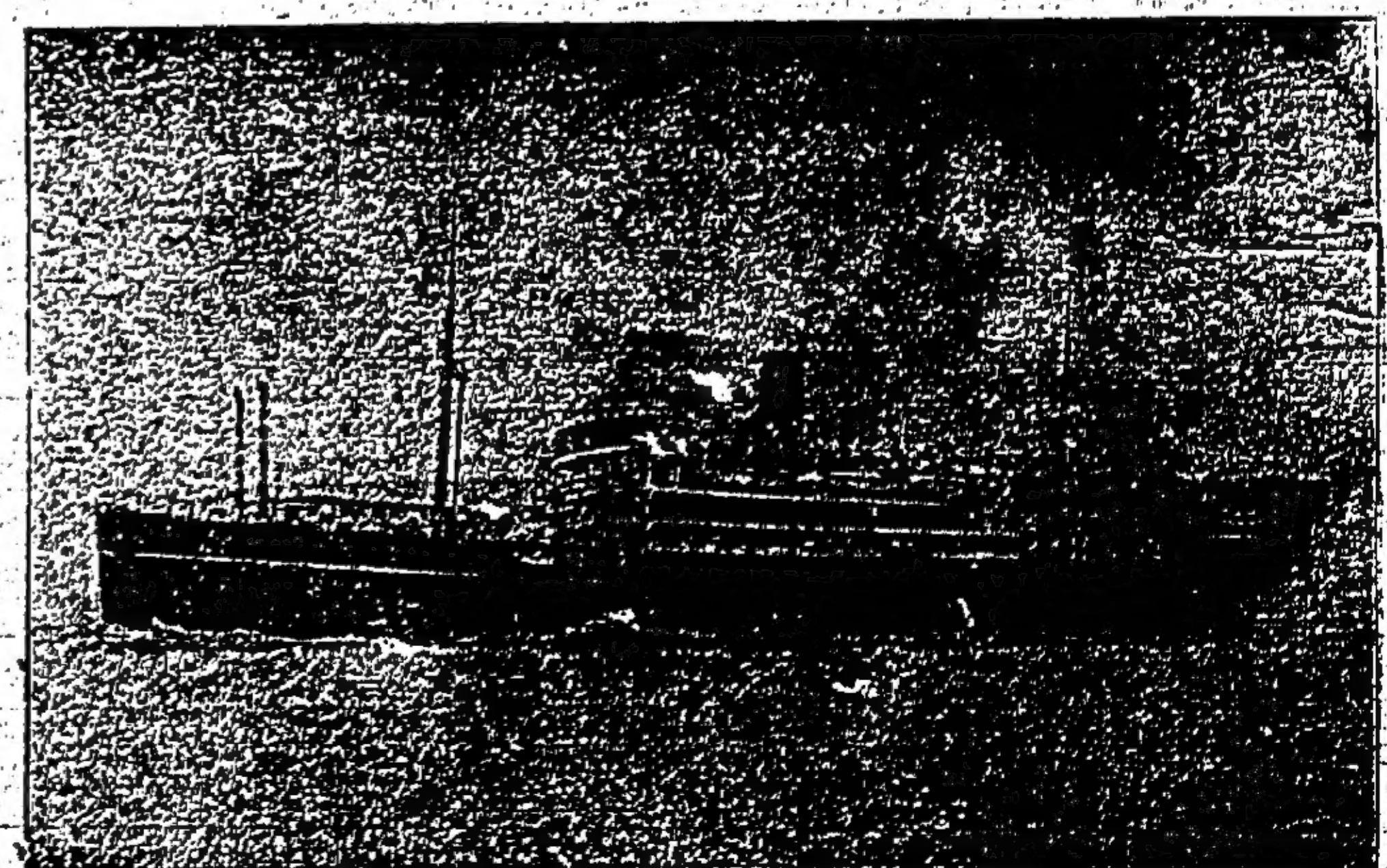
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Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

DEPARTURES	Days	Hours	Days	Hours	Days	Hours
TAIPING	13th September
CHANGTE	11th October
TAIPING	8th November
CHANGTE	5th December

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.	Via	Days	Hours
"CITY OF NORWICH"	Via Suez Canal	11th September	...
"CLAUDUS"	Via Suez Canal	24th September	...
"CITY OF BOMBAY"	Via Suez Canal	9th October	...
"THESEUS"	Via Suez Canal	23rd October	...
"CITY OF EASTBOURNE"	Via Suez Canal	6th November	...

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON [21]

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TO

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Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

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SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
CHENONOUAUX	...	29th Aug.	30th Aug.
ATHOS II	...	12th Sept.	27th Sept.
ANGERS	...	26th Aug.	11th Oct.
DARTAGNAN	...	9th Sept.	25th Oct.
GAL. METZINGER	...	23rd Sept.	8th Nov.
SPHINX	...	29th Sept.	22nd Nov.

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A Class 1st Class... 290. 0d. B Class 1st Class... 285. 0d.
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Cie des MESSAGERIES MARITIMES
Telephone: Central 740. 5, Queen's Building.
CONSIGNATION—TRANSIT—REPRESENTATION. [19]

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LIFE WITHOUT HEALTH IS LIVING DEATH.
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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

July 21st.
Yei Maru No. 2, Japanese str., 1,637 tons, Capt. Y. Tani, from Canton, lying at buoy No. B31.—M.B.K.

August 22nd.
Alceus, British str., 4,291 tons, Capt. G. H. Sater, from Kobe and Shanghai. The latter port she left on August 18th, with a general cargo, lying at buoy No. A2.—B. & S.

Bingo Maru, Japanese str., 3,723 tons, Capt. Y. Ishida, from Calcutta and Singapore. The latter port she left on August 15th, with a general cargo, lying at buoy No. A6.—O.S.K.

President McKinley, American str., 8,400 tons, Capt. A. O. Lustie, from Seattle and Shanghai. The latter port she left on August 20th, with a general cargo, lying at Kowloon Wharf.—American Mail Line.

Ryuko Maru, Japanese str., 1,081 tons, Capt. T. Sugimoto, from Canton, lying at buoy No. B31.—M.B.K.

Sun Kong, Chinese str., 329 tons, Capt. Lai Kwong, from Kwong Chow Wan, lying at buoy No. C31.—Man Yick S.S. Co.

August 23rd.
Antenor, British str., 6,808 tons, Capt. J. G. Reynard, from Hong Kong and Shanghai. The latter port she left on August 20th, with a general cargo, lying at buoy No. A1.—B. & S.

Cremor, Dutch motor ship, 2,754 tons, Capt. H. G. Blis, from Singapore, which port she left on August 18th, with a general cargo, lying at buoy No. B12.—J.C.J.L.

Hui Tang, British str., 1,383 tons, Capt. J. S. Thomson, from Fochow and Swatow, with a general cargo, lying at Douglas Wharf.—Douglas S.S. Co.

Hung Sang, British str., 1,356 tons, Capt. R. J. Sneddon, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Mikima Maru, Japanese str., 4,015 tons, from Nagasaki, which port she left on August 18th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Oudenkerk, Dutch str., 4,011 tons, Capt. J. N. Wafelaar, from Bremen and Manila. The latter port she left on August 20th, with a general cargo, lying at buoy No. A10.—J.C.J.L.

Talithybus, British str., 6,514 tons, Capt. J. Hatfield, from Tacoma and Seattle. The latter port she left on August 18th, and lumber and flour amounting to 2,284 tons, lying at buoy No. A1.—B. & S.

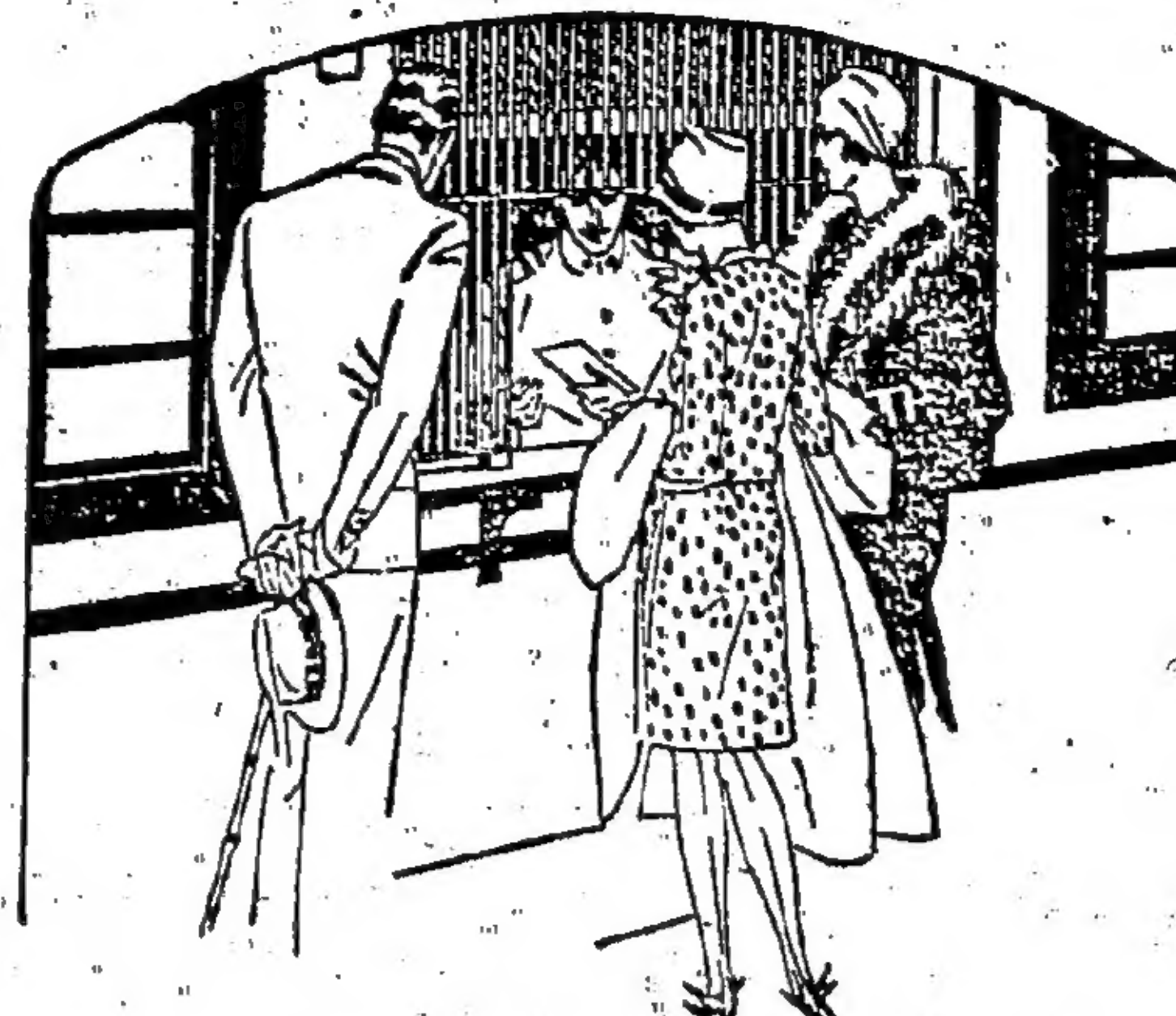
Tuen Sang, British str., 1,054 tons, Capt. J. H. Ferguson, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

CLEARANCES.

August 23rd.
Antenor, for Singapore.
City of Norwich, for Shanghai.
Empress of Russia, for Shanghai.
Gerritson, for Singapore.
Hung Sang, for Swatow.
Harunam Maru, for Hongkong.
Helikon, for Hoihow.
Mand, for Hongkong.
Mendana, for Shanghai.
Mentor, for Keelung.
Nam Sang, for Amoy.
Oudenkerk, for Takao.
Patrick Henry, for Manila.
President McKinley, for Manila.
President Taft, for Shanghai.
Ryuko Maru, for Weibaiwei.
Tikimbang, for Shanghai.
Wing Wo, for Kwang Chow Wan.
Wong Shek Kung, for Hoihow.
Yundat Maru, for Whampoa.

THE "RAWALPINDI"
LEAVES YESTERDAY MORNING.

The P. & O. Rawalpindi, which was delayed from leaving here on Saturday on account of the typhoon, and was further delayed through fouling her mooring cables, sailed early yesterday morning for Europe via Straits and ports. She is now nearly three days behind her schedule, as the should have left here on Saturday at noon. She has on board 80 passengers from Shanghai and 63 from Hong Kong, with 1,000 tons of cargo. It was intended that she should sail first on Sunday afternoon and then on Monday afternoon, as it was necessary to use the Taijook Dock 60 ton crane, and the Kowloon Dock tug, Henry Keewick, has also been engaged in extricating the foul anchor. The fouling of the Rawalpindi's buoy by two cables of the Hawapindi, necessitated a considerable amount of work and it was for the purpose of lifting the moorings and disengaging the foul anchor that the lighter with the 70 tons crane went alongside the Rawalpindi's buoy on Monday.
The Rawalpindi had returned by Sunday to her former buoy A1, having had to slip both cables. She had to remain at this mooring until the work of extricating the cables from the Rawalpindi's buoy had been completed on Monday, work proceeding all through the afternoon from the crane-lighter. With the transference of cables and anchor to the Rawalpindi, the liner was able to leave early yesterday morning.



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The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Pres. McKinley ... Tues., Aug. 30th 8 a.m.
Pres. Lincoln ... Tues., Sept. 13th 8 a.m.
Pres. Cleveland ... Tues., Sept. 27th 8 a.m.
Pres. Pierce ... Tues., Oct. 11th 8 a.m.

TO SEATTLE and VICTORIA
The Short, Straight Route to America
Fortnightly sailings on Wednesdays
Pres. Taft ... Wed., Aug. 24th 6 a.m.
Pres. Jefferson ... Wed., Sept. 7th 6 a.m.
Pres. Grant ... Wed., Sept. 21st 6 a.m.
Pres. Madison ... Wed., Oct. 5th 6 a.m.

Special Through Rates to Europe, via United States, \$120, \$112.
Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

TO EUROPE and NEW YORK

Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York.
Pres. Garfield ... Tues., Aug. 30th 8 a.m.
Pres. Harrison ... Tues., Sept. 13th 8 a.m.
Pres. Monroe ... Tues., Sept. 27th 8 a.m.
Pres. Garfield ... Tues., Aug. 30th 8 a.m.
Pres. Harrison ... Tues., Sept. 13th 8 a.m.
Pres. Grant ... Tues., Sept. 27th 8 a.m.
Pres. Cleveland ... Tues., Sept. 27th 8 a.m.

TO MANILA

Pres. Garfield ... Aug. 30th 8 a.m.
Pres. Harrison ... Aug. 30th 8 p.m.
Pres. Lincoln ... Sept. 5th 6 p.m.
Pres. Harrison ... Sept. 13th 8 a.m.
Pres. Grant ... Sept. 13th 8 p.m.
Pres. Cleveland ... Sept. 19th 8 p.m.

Dollar Steamship Line and American Mail Line

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 12th.
Aeneas (Blue Funnel), due Sept. 26th.
Arafura (E. & A.), due October 3rd.
Bolton Castle (Dodwell), due Sept. 24th.
Calchas (Blue Funnel), due Sept. 11th.
City of Bombay (Blue Funnel), due September 3rd.
City of Salford (Blue Funnel), due October 1st.
City of Tokio (Blue Funnel), due December 6th.
City of Wellington (Blue Funnel), due October 15th.
D'Artagnan (M.M.), due September 23rd.
Devarsha (P. & O.), due December 8th.
Diomed (Blue Funnel), due October 8th.
Ellerman (Blue Funnel), due Dec. 24th.
Empress of Asia (O.P.R.), due August 29th.
Esquimaux (Dodwell), due September 15th.
Eurymachus (Blue Funnel), due September 8th.
Eurymachus (Blue Funnel), due Oct. 25th.
Athor II. (M.M.), due August 30th.
Hector (Blue Funnel), due to-day.
Holt (Blue Funnel), due November 8th.
Japanese Prince (Furness, E.E.), due September 18th.
Kashgar (P. & O.), due November 26th.
Kashmir (P. & O.), due September 29th.
Keenan (Blue Funnel), due Sept. 30th.
Khyber (P. & O.), due September 1st.
Lycan (Blue Funnel), due Sept. 5th.
Macedonia (P. & O.), due October 14th.
Malwa (P. & O.), due September 15th.
Mantua (P. & O.), due November 11th.
Mongolia (P. & O.), due October 28th.
Morea (P. & O.), due December 9th.
Nagpore (P. & O.), due August 29th.
Ningchow (Blue Funnel), due to-day.
Nyanza (P. & O.), due September 21st.
Orestes (Blue Funnel), due October 30th.
Pheonius (Blue Funnel), due Oct. 31st.
Procellus (Blue Funnel), due Oct. 25th.
Soarbruecken (N.D.L.), due August 29th.
Sargodon (Blue Funnel), due Oct. 20th.
St. Albans (E. & A.), due Sept. 5th.
Sunderland (Swedish East Asiatic Co., Ltd.), due September 24th.
Tahiti (B.I. & Apear), due Sept. 3rd.
Taima (B.I. & Apear), due Sept. 10th.
Tanda (E. & A.), due August 30th.
Terevias (Blue Funnel), due Oct. 10th.
Thecus (Blue Funnel), due October 1st.
Tilawa (B.I. & Apear), due Sept. 4th.
Tyndareus (Blue Funnel), due Oct. 2nd.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Wednesday, 24th Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Wednesday, 24th Aug., at 10 a.m.
SHANGHAI	"YUENSANG"	Thursday, 25th Aug., at 5 p.m.
CANTON	"WAHSANG"	Friday, 26th Aug., at 1 a.m.
SANDAKAN	"KAUSANG"	Saturday, 27th Aug., at Noon
STRAITS & CALCUTTA	"KUMSANG"	Saturday, 27th Aug., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sunday, 28th Aug., at 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Thursday, 1st Sept., at 3 p.m.
STRAITS & CALCUTTA	"CHIPSANG"	Saturday, 3rd Sept., at 5 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KUTSANG"	Monday, 5th Sept., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"WAHSANG"	Wednesday, 7th Sept., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"LAISANG"	Friday, 9th Sept., at 7 a.m.
SHANGHAI	"HOPSANG"	Sunday, 11th Sept., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHANG"	Wednesday, 14th Sept., at 10 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 216. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENOGLE"	(via Oran) Noon, 24th August
Motor Vessel "GLENBARRY"	(via Oran) 21st September
Motor Vessel "GLENLUCE"	(via Oran) 19th October
Steamship "GARMARTHENSHIRE"	(via Oran) 2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE"	Due Hong Kong, 7th September
Steamship "GARMARTHENSHIRE"	18th September
Motor Vessel "GLENBEG"	29th September
Motor Vessel "GLENARA"	13th October
Steamship "GARMARTHENSHIRE"	27th October

For Freight, Passage and further Particulars, apply to—

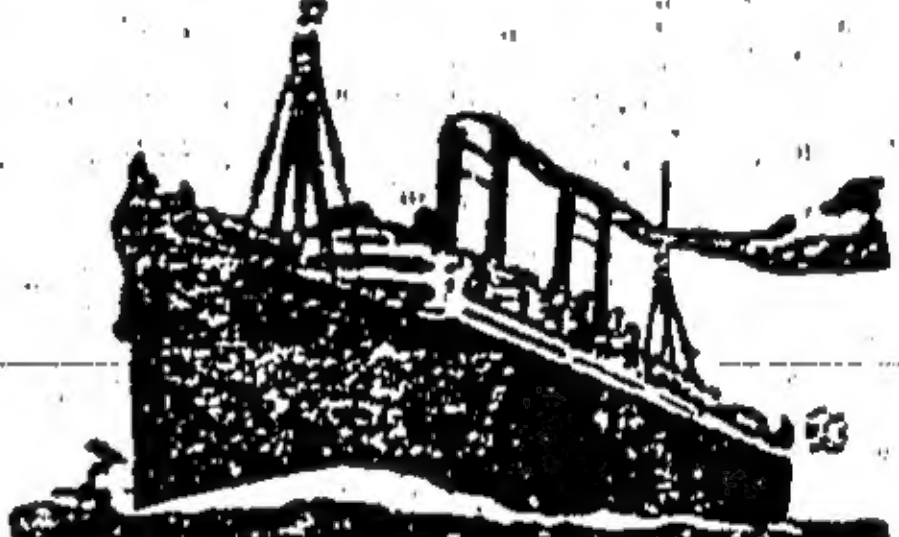
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FAR EASTERN

PASSENGER AND

FREIGHT SERVICE.



Cabin class: £73. 4. 0d. Intermediate class: £45. 2s. 0d. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 ORIGIN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
s.s. "GOTHA"	29th August, 1927.	30th August, 1927.
s.s. "SAARBRÜCKEN"	37th Sept.	24th Sept.
s.s. "COBLENZ"	24th Oct.	22nd Oct.
s.s. "FULDA"		15th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
s.s. "ROLAND" ... on or about 8th October, 1927
s.s. "SCHLESSEN" ... on or about 9th November, 1927
Calling at Marseilles besides the usual ports.
Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.
For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO., Agents.
HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOCHOW

HAIRANG	Thursday, the 25th August, at 3 p.m.
HAICHING	Thursday, the 25th August, at 1 p.m.
HAINING	Sunday, the 28th August, at 12 Noon

* For Amoy and Fochow.
* For Swatow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Peking Ansheng) or vice versa and Return by the same steamer at the reduced rate of \$30.00 including meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers.

